

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-019

**[Published on 08 February 2019 and officially closed for comments on 08 March 2019]**

**Commenter 1: All Nippon Airways – Hiroyuki Tanizaki – 08/03/2019**

### Comment # 1

- A. Rolls-Royce issued NMSB TRENT1000 72-AK130 revision 4 dated 04 March 2019 therefore could EASA issue another PAD which defines NMSB TRENT1000 72-AK130 revision 4 as the NMSB without issuing AD for PAD No.19-019.
- B. If EASA will issue AD for PAD No.19-019, Group 5 and Group 6 module are missing from paragraph in Note 1 on page 3 of 6 and parts installation (12) on page 5 of 6.
- C. Regarding to Paragraph In-shop inspection (6) on page 4 of 6, (5) is missing from "as required by paragraph (1), (2), (3) or (4) of this AD", should be "as required by paragraph (1), (2), (3) (4) or (5) of this AD".
- D. Regarding to Paragraph Corrective Action(s) (8) on page 5 of 6, the first sentence "by paragraph (1), (2), (3), (4),(5) or (6) of this AD" should be "by paragraph (1), (2), (3), (4),(5) or (7) of this AD". (6) is in-shop inspection and called in following paragraph (9).

### EASA response:

- A. Comment agreed. PAD 19-019R1 has been issued accordingly.**
- B. Comment agreed. The revised PAD takes this into account.**
- C. Comment noted. Since the requirements have substantially changed, this comment is no longer relevant.**
- D. Comment noted. Since the requirements have substantially changed, this comment is no longer relevant.**

