

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-019R1

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**Commenter 1: All Nippon Airways – Hiroyuki Tanizaki – 26/03/2019**

### Comment # 1

- A. Regarding to Paragraph Groups in definitions, Table 3 (for IPC Rotor 2 blades of Group 3A) is missing from sentence of "For further details".
- B. Regarding to Paragraph On-wing inspection (2), Table 3 and Appendix 1 in addition to Table 2 are also included the information about threshold, then first sentence needs to be amended to "Before exceeding the applicable threshold as specified in Table 2, Table 3 and Appendix 1 of the NMSB, or within 30 days after the effective date of this AD".

### EASA response:

- A. Comment agreed. The Final AD has been amended accordingly.**
- B. Comment partially agreed. Table 3 contains the threshold for IPC rotor 2 blades of sub-group 3A, and the Final AD has been amended accordingly. However, Appendix 1 of the NMSB does not contain any compliance times, only engines (serial numbers) excluded from Table 3 inspections. Reference to Appendix 1 of the NMSB in paragraph (2) of the AD is therefore inappropriate. For the intervals, Table 3 of the NMSB states "perform repeat inspections in accordance with Table 2", so for the intervals in the AD, reference is only necessary to Table 2 of the NMSB; the Final AD has been amended accordingly.**

