

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-216

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**Commenter 1: All Nippon Airways – Hiroyuki Tanizaki – 26/12/2019**

### Comment # 1

- A. Regarding to de-pairing compliance time, NMSB TRENT1000 72-AK468 instructs de-pair no later than February 29th 2020, but PAD instructs within 30 days. Please consider the compliance time of final AD will be same as the NMSB or later than February 29th 2020 to plan engine replacement in advance.
- B. Regarding the table 1 of the NMSB, lowest line describes combination of "BELOW 24000 HRS OR 8000 EFC" of ENG POS1 and "BELOW 24000 HRS AND 8000 EFC" of ENG POS 2 is acceptable, but ANA thinks ENG POS1 should be "BELOW 24000 HRS AND 8000 EFC". Please issue the final AD after revising the NMSB.
- C. Considering current situation, this AD gets worse current AOG situation, because there is no reset programme of IPC module. Please EASA push Rolls-Royce to establish the work scope, which can reset the IPC module life.

### EASA response:

- A. Comment noted. The effective date of the Final AD is 30 January 2020, and 30 days after that date equals 29 February 2020.**
- B. Comment partially agreed. We have amended the Final AD by reproducing a 'correct' version of the NMSB Table and attached this as Appendix 1 of the AD. See also EASA answer to Point C below.**
- C. Comment noted. Rolls-Royce indicated to EASA that the NMSB will be revised to address the Table 1 errors (point B above) and include IPC Module overhaul workscope instructions. That revised NMSB is expected to be published mid-February 2020.**

**No changes have been made to the Final AD in response to points A and C of this comment.**

