

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 20-197

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**Commenter 1: All Nippon Airways Co., Ltd. (ANA) – Shigemitsu Shimbo – 24/12/2020**

### Comment # 1

- A. Rolls-Royce NMSB TRENT1000 75-AK642 states an allowance up to 3 flight cycles of operation after the effectivity date in section 1.D. (1)(b)(i) NOTE. Will this be incorporated in the final AD?
- B. MEL maintenance action required for "ENG MAS VALVE SENSOR L/R" is to lock out the MAS Valve. Since the MAS Valve will already be locked out and therefore need no requirement for the equipment to be operative, could EASA consider removing the requirement of maintenance actions for "ENG MAS VALVE SENSOR L(R)", similar to "ENG MAS VALVE L(R)" and "ENG MAS SYS TEST L(R)"?

### EASA response:

- A. Comment agreed. The Final AD has been amended accordingly.**
- B. Comment not agreed. It should be noted that the AD does not require maintenance actions. The information provided in Note 2 is indicating what possible actions might be required (depending on the operator's MEL content) when any MAS VALVE SENSOR is indicated as inoperative, irrespective of whether the AD has been complied with or not.**

**No changes have been made to the Final AD in response to point B of this comment.**

