

COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-089

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Commenter 1: All Nippon Airways Co., Ltd. (ANA) – Katsuya Saiki – 10/08/2023

Comment # 1

- A. Regarding the following excerpt from this PAD, ANA considers that Note 2 in the bracket should be NOTE 1 so requests to change to Note 1.
- Since that AD was issued, Rolls-Royce developed mod 75-K778, introducing an alternative air pipe, P/N LV26990, which includes a modified restrictor ferrule, as replacement for the original air pipe, P/N KH41198. Embodiment of mod/SB 75-K778 results in deactivation of the MAS control valves but does not produce any spurious engine indicating and crew alerting system (EICAS) status messages (see Note 2 of this AD).
- B. ANA considers that after incorporating SB 75-K778, EICAS status messages "ENG MAS VALVE L(R)" and "ENG MAS SYS TEST L(R)" can no longer be ignored, as a result, the corresponding (M)MEL instructions and limitations must be applicable. ANA requests to confirm that our understanding is correct?

EASA response:

- A. Comment agreed. The reference has been amended to 'Note 1' in this part of the Reason section.**
- B. Comment agreed. However, the revised AD already contains that information in paragraph (4), last sentence: "Following modification, the requirements and MMEL provisions of this AD no longer apply to that engine".**
- No changes have been made to the Final AD in response to point B. of this comment.**

