

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 22-152

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**Commenter 1: All Nippon Airways CO.,LTD – Takayuki Ishii – 30/11/2022**

### Comment # 1

Policy of the new AD issue - As the PAD noted, TLM has been revised frequently from rev. 16 to 23 without the new AD issue. EASA AD 2022-0210 for Package C TLM rev. 24 was issued last month because of the life limit reduction and introduction of new mandatory inspections. Do you have any policy to issue the new AD for the TLM of the other engine configurations as well as Package C? Could you let us know the policy of the new AD issue in terms of TLM revision, please?

### EASA response:

**Comment noted. It is EASA policy to issue (for Rolls-Royce engines) a separate AD for each separate TLM document (e.g. Trent 1000 TEN, Pack B and Pack C, and Trent 7000). We do not issue a new AD for each revision; the intent is that an AD is used only for those revisions where new and/or more restrictive tasks are introduced. For this particular TLM, some revisions were 'missed', so the purpose of this AD is to identify and implement all changes since revision 16.**

**Implementation of each TLM revision is not ensured in each ICAO State of Registry, unless EASA issues an AD that requires such action.**

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

