

COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-036

[Published on 23 March 2023 and officially closed for comments on 20 April 2023]

Commenter 1: Singapore Airlines Limited – Muzafar Rasheed – 30/03/2023

Comment # 1

Please consider to align "thereafter, during qualified engine shop visits at intervals not to exceed 1 000 engine flight cycles" to "thereafter, repeat the inspection at intervals not exceeding 1000 engine flight cycles." as stated in the NMSB.

EASA response:

Comment not agreed. The intent of the AD is that the inspection is only done during a qualified shop visit, not during ANY shop visit. The text of the paragraph has been slightly amended.

Commenter 2: All Nippon Airways Co., Ltd – Katsuya Saiki – 18/04/2023

Comment # 2

- A. Will this PAD (AD) be cancelled after the SB72-AK920 APPENDIX 1 tubes have been added to the Trent1000 TEN Time Limits Manual?
- B. Inspection:(1) says "intervals not to exceed 1 000 engine flight cycles", TRENT1000 TEN Engine has the opportunity for a shop visit within 1 000 engine flight cycles to replace the HPT Blade, is this the interval setting intended for it?

EASA response:

- A. Comment noted. It is EASA policy that, when a new TLM revision is released that contains new and/or more restrictive tasks, a new AD will be issued to require implementation of that TLM revision. Any previous AD will then be superseded, to avoid duplication.**
- B. Comment noted. The interval has been set to achieve and align the requirements of the related critical parts, the HPT blade is not associated with this new requirement, but it may provide operators with a convenient opportunity to conduct the required pipe inspections.**



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

