

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-084R1

**[Published on 31 August 2023 and officially closed for comments on 14 September 2023]**

**Commenter 1: ALL NIPPON AIRWAYS CO.,LTD – TETSUJI KONOHIRA – 12/09/2023**

### Comment # 1

- A. Applicability: The applicability is not updated per the latest SB 72-AK965 Revision 1. According to the Revision 1 of the NMSB, there are not only package C engines but also Package B engines are in the effectivity. ANA requests to update the applicability.
- B. Required Action(s) and Compliance Time(s): [Corrective Action] Definition of "an alternative to the inspection" is not clearly stated. Does the alternative procedure mean not to use overlay tool but to use the dimension shown in Fig.7 of the NMSB? ANA requests to put the definition of "an alternative to the inspection" clearly stated in the AD.

### EASA response:

**A. Comment agreed. PAD 23-084R2 is published accordingly.**

**B. Comment not agreed. The alternative to inspection is to replace a fan blade with a servicable part. From EASA perspective, the proposed wording of paragraph (2) of the PAD is clear enough regarding its meaning and required action(s).**

**No changes have been made to the revised PAD (R2) in response to point B of this comment.**

**Commenter 2: Singapore Aero Engine Services Private Limited – Sri Karnita Bte Mohamed Kassim – 12/09/2023**

### Comment # 2

The PAD's area of interest is on the stressed area. We believe defects found on areas outside the stressed zone can be covered by current Engine manual instructions or a technical variance. We would like to confirm that this does not affect compliance to the PAD/AD.

### EASA response:



*Comment noted. The commenter's understanding is correct – defects in other areas of the fan blade are outside the scope of this (P)AD.  
No changes have been made to the revised PAD (R2) in response to this comment.*

