

COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-084

[Published on 07 July 2023 and officially closed for comments on 21 July 2023]

Commenter 1: All Nippon Airways (ANA) – Tetsuji Konohari – 21/07/2023

Comment # 1

A. Required Action(s) and Compliance Time(s) - Inspection:

In the NMSB TRENT1000 72-AK965, there is a difference in the Accomplish Instructions between the ON-WING and IN-SHOP procedures. Does the AD allow the IN-SHOP procedure per the NMSB ? Then, the IN-SHOP procedure will be only the removal of the affected blades, and inspection will not be performed. ANA requests to define the requirements for both ON-WING and IN-SHOP procedures to avoid any confusion.

B. Required Action(s) and Compliance Time(s) - Corrective Action:

The NMSB allows the use of "affected parts with dressing in the high stressed region" if the related TV was issued to allow the use of the blades. If the EASA AD also allows the use of TV acceptance, ANA requests to change the sentence "any affected parts are found with dressing in the high-stressed region" to "any affected parts are rejected in accordance with the instructions of NMSB".

C. Ref. Publication: Will EASA revise the original AD when planned NMSB 72-AK965 is revised to Rev.1 to incorporate new effectivities ?

EASA response:

A. Comment agreed. Paragraph (2) of the revised PAD is amended accordingly, allowing replacement as an alternative to the inspection (either on-wing or in-shop) as required by paragraph (1).

B. Comment agreed.. This is addressed by Revision 1 of the NMSB to which the revised PAD now refers.

C. Comment partially agreed. The revised PAD includes reference to the NMSB at Revision 1.



Commenter 2: Singapore Aero Engine Services Pte Ltd – Sri Karnita Bte Mohamed Kassim – 16/08/2023**Comment # 2**

The Affected part paragraph states that the Low Pressure Compressor Blade serial number are identified in Appendix 1 (Table 1 and Table 2) of the NMSB. However, the NMSB Appendix 1 did not have Table 2 listed in the NMSB.

Can we clarify if there is any Table 2 in Appendix 1 of the NMSB? Will the AD issue later on be revised to refer to only Table 1 of NMSB?

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Affected part: Low pressure (LP) compressor blades, having Part Number (P/N) FW61399 and a serial number (s/n) as identified in Appendix 1 (Table 1 and Table 2) of the NMSB. Table 1 of Appendix 1 of the NMSB also identifies (for information only) the individual engines (ESN) where the affected parts were known to be installed at the time of NMSB issuance. Table 2 of Appendix 1 of the NMSB identifies affected parts which, at the time of NMSB issuance, were known not to be installed on any in-service engine and available as spare parts.

EASA response:

Comment agreed. The PAD has been revised (PAD 23-084R1) for further consultation, including reference to the NMSB at Revision 1, which no longer contains a table 2 in Appendix 1. Consequently, PAD 23-084R1 only refers to Appendix 1 of the NMSB.

