

COMMENT RESPONSE DOCUMENT

EASA PAD No. 24-065

[Published on 06 June 2024 and officially closed for comments on 20 June 2024]

Commenter 1: ALL NIPPON AIRWAYS CO.,LTD – Katsuya Saiki – 19/06/2024

Comment # 1

Corrective Action(s):

- A. Regarding Table 2 and Table 3 in this PAD, all the wording in the table is described as "Cracks." Are these intended to be all cracks or only axial cracks that is more than 10 degrees from the vertical axis as defined in NMSB 72-AK316 Revision 4?

Credit:

ANA considers that statements such as the following should be added.

"Inspection(s) accomplished on an engine before the effective date of this AD in accordance with the instructions of NMSB 72-AK316 Revision 4, are acceptable to comply with the requirements of paragraph (1) of this AD, as applicable, for that engine."

EASA response:

- A. Comment noted. Table 2 and Table 3 are referenced in the wording of paragraphs (4) and (5) of the AD, respectively. These paragraphs require corrective action, "...if any crack indication, as defined in the NMSB, is found...". The NMSB TRENT 1000 72-AK316 instructs accomplishment of corrective actions in case of axial cracks are detected. The NMSB further specifies that "A crack that is more than 10 degrees from the vertical axis is specified as an axial crack." In case other kind of damages than axial cracks are detected, those damage shall also be assessed and addressed but outside the scope of this AD.**
- No changes have been made to the Final AD in response to this comment.**
- B. Inspections accomplished on an engine before the effective date of this AD in accordance with the instructions of NMSB 72-AK316 Revision 4 are considered by the statement: "Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:"**
- No changes have been made to the Final AD in response to this comment.**

