

COMMENT RESPONSE DOCUMENT

EASA PAD No. 25-081

[Published on 03 June 2025 and officially closed for comments on 01 July 2025]

Commenter 1: All Nippon Airways Co., Ltd. – Satoshi Ishibashi – 30/06/2025

Comment #1

A. Paragraph: Affected Parts

ANA request that “Table 1 and Table 2” be amended by “Table 1 or Table 2” in the sentence “Low pressure (LP) compressor blades, [...] of the NMSB”.

This is to align with the wording in, for example, Paragraph 3.A.(1)(a) on the NMSB.

If a blade is listed in either Table 1 or Table 2, it's eligible.

However, since no blade appears in both tables, it could be misinterpreted as meaning there are no eligible blades at all.

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

ANA request to add in Credit that the blades in Table 3 of Appendix 1 of the NMSB are acceptable to comply with the requirements of this AD.

It is unclear whether the blades were inspected based on previous revision of the NMSB or something else.

Therefore, unless accepted in the Credits, we cannot prove that the blades comply with the requirements of this AD.

C. Others

When will EASA issue the AD?

EASA response:

Comment A: We agree. The wording of the final AD was adjusted.

Comment B: We disagree. The Credit paragraph specifies the condition that each inspection and replacement accomplished before the effective date of this AD in accordance with the instructions of Rolls-Royce NMSB TRENT 1000 72-AK965 at original issue or Revision 1, or Revision 2 is acceptable to comply with the requirements of paragraphs (1), (2) and (3) of this AD. The operator shall determine (possibly with cooperation with Rolls-Royce) whether the Table 3 of Appendix 1 of the NMSB meets that condition.



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

Comment C: The final AD is issued after 01 July 2025.

