

COMMENT RESPONSE DOCUMENT

EASA AD No.: 2024-0057

[Published on 28 February 2024 and officially closed for comments on 27 March 2024]

Commenter 1: United Airlines Engineering – Oscar Fernandez – 25/03/2024

Comment # 1

United Airlines Engineering has reviewed EASA AD 2024-0057 in its entirety and offer the following comments:

- A. The work scope detailed in EASA AD 2024-0057, Airbus AOT-A25N027-23-01, Safran VSB A321 005-25-45 Rev. 1 & Safran VSB A321 005-25-46 Rev. 1 is feasible. There should be no difficulty in gaining access for the inspection and performing the necessary corrective actions. Additionally, we appreciate the flexibility provided by the Airbus AOT in that a review of the airplane maintenance records and listing of spare stock records is an acceptable method for determining AD applicability/compliance.
- B. The 3-month compliance time after the effective date of the AD needs to be reconsidered to a longer time frame (6 months from AD Effective Date). Safran VSBs A321 005-25-45 Rev. 1 & A321 005-25-46 Rev. 1 mention a lead time of 19 weeks for Orifice Fitting P/N M3SP-303-004-E which is beyond the AD compliance limit.
- C. As of today, United Airlines has two units (P/N 70200-103 S/N 70200-C2781 & P/N 70200-103 S/N 70200- C2782) affected by the AD and they are currently in our Inventory. These two units will be purged from our system and sent back to Safran for rework.

EASA response:

Comment not agreed. For a compliance time extension, please contact your responsible NAA.

No change was made to the final AD in response to that comment.

