

COMMENT RESPONSE DOCUMENT

EASA AD No.: 2024-0175

[Published on 06 September 2024 and officially closed for comments on 04 October 2024]

Commenter 1: Lufthansa Technik AG – Heiko Westphalen – 06 September 2024

Comment # 1

Today LHT received the EAD 2024-0175 dealing with the fuel nozzle replacement on LEAP-1A engines, installed on several MSN's. As a MRO provider LHT generally has no information available, from which aircraft the affected engines have been removed. Nevertheless we have to assure, that, if an affected engine will be inducted, we can take this EAD into account.

Could you please provide a list of affected ESN's?

EASA response:

Comment #1 noted. Based on preliminary conclusions drawn from the early stages of the investigation, which is still ongoing, the root cause appears to be related to the conditions in which the affected engines are being operated. As a result, a closed aircraft subpopulation, subject to higher risk levels, has been identified. The AD targets this subpopulation and consequently, the applicability was deliberately chosen to be based on the aircraft Manufacturing Serial Number (MSN), such as to also apply to replacement engines operating under the same conditions.

As a result, EASA considers that it is not appropriate to restrict the applicability of this AD to a list of specific Engine Serial Numbers (ESN).

This AD is applicable to the engines installed on particular aircraft MSN, and requires actions on-wing, giving credit to certain in-shop actions. It is the responsibility of the operator to ensure that the engine is compliant with the AD, once installed on an affected aircraft.

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



Commenter 2: Gulf Air – Elyes Charfa – 08 September 2024**Comment # 2**

We received the attached AD which needs more clarification about the applicability, only A/C MSN is listed:

Please confirm if an engine removed from the affected aeroplanes and / or the thrust rating is changed (from -1A32 to -1AXX) is no longer affected by this AD ?

EASA response:

Comment #2 noted. EASA confirm that engines not installed on “affected aeroplanes” are not affected by the AD, even if previously operated on an “affected aeroplane”. No changes have been made in the final AD in response to this comment.

Commenter 3: MTU Maintenance Zhuhai Co. Ltd. – Chen Chao – 11 September 2024**Comment # 3**

We have received the new EASA AD2024-0175 regarding LEAP-1A Fuel Nozzle replacement on LEAP-1A32 engines installed on Airbus A321-251NX aeroplanes having aeroplane manufacturing serial number (MSN) 11200, 11420, 11473, 11609, 11698, 11791, 11815, 12136, 12314 or MSN 12370.

In order to have a well understanding on this new AD, here are some questions I have:

1. Could EASA help to share some background on this AD?
2. Why only 1A32 engines were affected by this AD, while other engine thrust ratings were not affected?
3. Why these 10 A/Cs were affected by this AD?
4. My understanding is that, this AD requires repetitively fuel nozzle replacement for any engines installed in affected A/Cs, since there is no terminating action for this AD. What do you think?
5. EASA AD 2024-0175 stated that “this AD is considered as an interim action and further AD action may follow”.

EASA response:

Comment #3.1. noted – see EASA answer to comment #1.



Comment #3.2. noted – see EASA answer to comment #1.

Comment #3.3. noted – see EASA answer to comment #1.

Comment #3.4. noted. EASA confirm that the AD requires repetitive replacement(s).

Comment #3.5. noted – this is standard statement to inform the operators that subject AD does not introduce a final fix for the problem.

No changes have been made in the final AD in response to these comments.

Commenter 4: Pegasus Airlines – Mehmet Mert – 11 September 2024

Comment # 4

AD 2024-0175 mandates the repetitive replacement of fuel injection nozzles on certain LEAP-1A32 engines installed on Airbus A321-251NX aircraft with the following serial numbers: MSN 11200, 11420, 11473, 11609, 11698, 11791, 11815, 12136, 12314, or 12370. The AD specifies the affected aircraft but does not list the specific engine serial numbers or parts.

Pegasus Airlines (PGT) operates A321-251NX aircraft equipped with LEAP-1A32 engines, but none of the aircraft in our fleet match the MSNs mentioned in the AD applicability. Therefore, we evaluated that this AD does not apply to our fleet.

To ensure complete compliance and understanding, we have sought clarification from CFM regarding this AD. We are aware that SB 73-0068 addresses the same issue as this AD, but access to this service bulletin is restricted to specific customers.

1. We request EASA's confirmation that the AD's requirements apply only when the affected parts or engines are installed on the affected aircraft. Specifically, in case of an affected part or engine removed from an affected aircraft and restored to serviceable condition as per CMM 73-11-30, were to enter the PGT fleet, no further action would be required under this AD, as these parts would not be installed on the affected aircraft. EASA clarification will be appreciated whether a "parts prohibition" is needed or not for affected engine or affected parts.
2. Additionally, we seek clarification regarding the requirement to restore parts to a serviceable condition as per CMM 73-11-30, as mentioned in the AD. Specifically, we would like to understand whether a simple inspection of the affected part according to the CMM is sufficient to meet the AD's requirements, or if there are additional steps, such as special cleaning or overhaul procedures, that must be undertaken.
3. If there are additional requirements for parts or engines previously installed on the affected aircraft, we kindly request EASA to provide the specific serial numbers of the affected engines and parts.



EASA response:

Comment #4.1. noted: See answer to comment #2

Comment #4.2. noted: Within the scope of this AD, In order to be restored to an airworthy condition, an affected part must be subject to the CFM Component Maintenance Manual (CMM) task 73-11-30 (CFM-TP.CM.056), as per the "Serviceable Part definition of the AD".

Comment #4.3. noted: See EASA answer to comment #1 and to comment #2.

No changes have been made in the final AD in response to these comments.

Commenter 5: Airline Comlux-KZ LLC – Tatyana Chernyavskaya – 18 September 2024

Comment # 5

We understand, that this AD isn't effective for our Aircraft MSN 08638 A320-251Neo with LEAP-1A26CJ Engines IAW AD' applicability chapter. But Affected Part chapter refers to Fuel injection Nozzle PN 2085M31G03, which are installed on our Engines, so we have some doubt about it. We need to confirm that EASA AD 2024-0175 is not applicable for Aircraft MSN 08638 A320-251N with LEAP-1A26CJ Engines and installed Fuel injection Nozzle PN 2085M31G03

EASA response:

Comment #5 noted. The AD is applicable only to engines operated on specific A320 MSNs. See also answer to Comment #1.

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

Commenter 6: Asiana Airlines – Daeuk Kim – 26 September 2024

Comment # 6

I recently received EASA AD 2024-0175 regarding the Fuel Nozzle Replacement for specific A321N MSNs. I am writing to ask a few questions again about the AD, and would greatly appreciate your detailed feedback.



Q1) Why does the AD apply only to specific MSNs and not the entire NEO fleet?

Q2) Why does the AD apply only to specific fuel nozzle part numbers (2085M31G02, -G03, -G05) and not to 2085M31G01 or -G04?

EASA response:

Comment #6.1. See answer to Comment #1.

Comment #6.2.

2085M32G02 was the Entry Into Service configuration. 2085M32G01 has never been released to service.

2085M31G04 was released by limited distribution SB only. According to the information provided by CFM, this Part Number cannot be installed on any of the affected aeroplanes.

No changes have been made in the final AD in response to these comments.

Commented [DJ1]: Can CFM provide an explanation?

Commented [AG2R1]: G02 was EIS (Entry Into Service) and G04 was never released to the field. The listed fuel nozzle part numbers are the only ones released to the LEAP-1A fleet.

Commented [JD3R1]: Agreed, see also e-mail from Keith Jones on 21-Oct-2024.

Commenter 7: Japan Civil Aviation Bureau – Takuya Mikami – 01 October 2024

Comment # 7

I have a question about EASA AD 2024-0175 as below.

About the issue No. of CFM ESM Task LEAP-1A72-41-00-03A-53AA-C.

In the AD there written “issue 024-00”, but at the document it seems to be numbered “issue 018-00”.

Which is correct?

EASA response:

Comment #7 Agreed. The Task number indicated in the AD is incorrect and should be numbered issue 018-00 instead of issue 024-00.

The AD has been corrected accordingly.



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