

COMMENT RESPONSE DOCUMENT

EASA AD No.: 2024-0182

[Published on 19 September 2024 and officially closed for comments on 17 October 2024]

Commenter 1: SAESL – Muhammad Hazmi – 03/10/2024

Comment # 1

Our Engineering Team would like to further understand the rationale behind the Terminating Action for EASA AD 2024-0182.

Terminating Action:

(8) Replacement of the affected part on an engine with a new part, accomplished after 01 September 2024 in accordance with the instructions of Airbus A350 Aircraft Maintenance

Manual task A350-A-72-41-65-00001-720A-A or Rolls-Royce Engine Manual task TRENTXWB-A-72-41-70-00A01-720A-B or task TRENTXWB-B-72-41-70-00A01-720A-B constitutes terminating action for repetitive inspections as required by paragraphs (2) and (3) of this AD for that affected part.

Since it has been determined that the root cause for the defects is caused by a specific cleaning process (which has since been discontinued), replacing the unserviceable affected parts of the engines listed in the NMSB's appendixes should be sufficient to address the potentially unsafe condition. Why does this not constitute as a terminating action for repetitive inspections required by paragraphs (6)?

EASA response:

EASA confirms that replacement of an affected part on an engine constitutes terminating action for that affected part, for both on-wing and in-shop inspections. AD 2024-0182R1 was issued to make this provision explicit.

