

COMMENT RESPONSE DOCUMENT

EASA AD No.: 2025-0080

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Commenter 1: Japan Air Commuter – Noriyuki Arimitsu – 17/04/2025

Comment # 1

We understand that the EASA AD is issued based on AOM 2024/13 issue 5. However, AOM 2024/13 issue 6 was issued on the same day as the EASA AD. I am concerned about the discrepancy between the contents of the EASA AD and AOM issue 6. I would appreciate your response to the following question:

The AD states that if work was performed in accordance with AOM 2024/13 issue 1, 2, or 3 before April 25, 2025, additional work is required. In contrast, the ATR AOM states that additional work is required for aircraft where the piping was reinstalled due to defects found during the application of MP1 or MP2 before April 25, 2025. The AOM can be read to require additional work regardless of the AOM revision number. Could you clarify this difference?

EASA response:

Comment #1 noted.

The AOM issue 6 (as issue 7 too) does not introduce any more stringent requirement and is acceptable for compliance with the AD.

The AD requires additional work if “functional check and corrective actions” have been accomplished before its effective date.

If only a functional check has been accomplished, with no findings, no additional work is required (credit is given in paragraph (4) of the AD).

Re-installation of the piping was actually the corrective action as identified in the previous issues of the AOM.

Based on the above, there is no significant difference between the AD and the latest issues of the AOM.

Note that the wording of the AOM issue 7 has been changed and is now in line with the AD wording.

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

