

## COMMENT RESPONSE DOCUMENT

EASA AD No.: 2025-0158

**[Published on 21 July 2025 and officially closed for comments on 18 August 2025]**

**Commenter 1: ALL NIPPON AIRWAYS CO.,LTD – Takaya Kobayashi – 05/08/2025**

### Comment #1

Ref /A/: EASA AD 2025-0158 issue dated 21-Jul-2025

Ref /B/: AIRBUS AOT A32N033-24 REV 02 issue dated 30-Jun-2025

Our aeroplanes are in long-term storage due to the PW1100G engine issue.

All affected aeroplanes of ANA are defined as follows:

- Affected part: 2 only
- Affected MLG door: 2 only
- Groups: Group 1

//BACKGROUND//

ANA would like to ask about the Required Action(s) and Compliance Time(s)

Inspection(s):

(2) For Group 1 aeroplanes: Within 15 days after the effective date of this AD, and, thereafter, at intervals not to exceed 8 days or 5 FC, whichever occurs later, accomplish an inspection of each affected MLG door 2, as applicable, in accordance with the instructions of the AOT.

For the storage aeroplanes, ANA would like the first inspection required in the above to be postponed to the return to service date before the flight because the aeroplanes do not flight.

//DESIRED ACTION//

1. Could you approve that the first inspection to be postponed to the return to service date before the flight?

Could you respond by 6 AUG 2025, UTC 0:00 AM for this Q1?

2. If Q1 is positive, please issue an AMOC.



**EASA response:****Comment noted.**

*During the period that an aircraft is out of service, the requirements of applicable ADs do not need to be complied with. By the time the aircraft is (about to be) returned to service, all applicable ADs need to be reviewed and all required actions that are due or overdue must be complied with, before release to service.*

*For an aeroplane currently in storage, the initial inspection required by EASA AD 2025-0158, paragraph (2), is due within 19 August 2025 (15 days after the effective date of the AD) or before next flight, whichever occurs later.*

*No change has been made to the final AD in response to this comment.*

**Commenter 2: Lufthansa Technik AG – Teodora Kosanić – 22/07/2025**
**Comment #2**

Regarding the wording in the AD section “REASON” for the AD 2025-0158, could You kindly confirm that affected part to include the s/n listed in List B come from the **AOT A32N033-24 Revision 02** and not the SB? (Affected part 1 and 2 definitions refers to AOT lists). Please see the screenshots below:

For the reason described above, this AD retains the requirements of EASA AD 2024-0216, which is superseded, expands the applicability to include A321-271NY, and updates the definition of affected part to include the s/n listed in List B of the SB.

**Affected part 1:** Main landing gear (MLG) door actuator having Part Number (P/N) 114122015 and having a serial number (s/n) as listed in Appendix 1 List A of the AOT, as defined in this AD, except those having a reference ‘PINSP’ on the amendment plate in accordance with the VSB instructions, as defined in this AD.

**EASA response:****Comment agreed.**

*It is correct that the SB references should be read as AOT.*

*In response to this comment the references are corrected during the revision of this AD.*

**Commenter 3: Juneyao Air – Honghao Tang – 24/07/2025**

**Comment #3**

DKH is assessing the EASA AD 2025-0158 and we found couple incorrect information as below:

1. In page 2 and 3, the paragraph "Reason" mentions about the "SB" but actually both of the list A and B are introduced by the AOT A32N033-24.
2. In page 4, the para 5 of "Remarks" section. Please make sure the E-mail address is correct. Is it "account.airworth-eas" or "account.airworth-easa"? Please correct them in the next version of AD as necessary.

To address this potential unsafe condition, Airbus issued AOT A32N033-24 original issue providing inspection and modification instructions. Consequently, EASA issued AD 2024-0216 requiring for affected parts having a s/n listed in List A of the SB AOT repetitive inspection of the MLG doors, and, depending on findings, accomplishment of applicable corrective action(s), and eventually replacement of affected parts.

For the reason described above, this AD retains the requirements of EASA AD 2024-0216, which is superseded, expands the applicability to include A321-271NY, and updates the definition of affected part to include the s/n listed in List B of the SB AOT

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com) .

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**EASA response:**

**Comment partially agreed.**



*See comment 2 regarding the references to the SB/AOT.*

*Regarding the E-Mail in the remark section, the one stated in the AD is the correct one.*

*No change has been made to the final AD in response to this comment.*

#### **Commenter 4: Singapore Airlines Limited – Soh Kian Ann – 31/07/2025**

##### **Comment #4**

Please advise whether we can identify the affected Main landing gear (MLG) door actuator PN and SN through maintenance record review?

##### **EASA response:**

##### **Comment noted.**

*The AD does not specify how to identify the MLG P/N or s/n. This can be accomplished using a variety of strategies, but has to be accomplished to the satisfaction of the responsible NAA.*

*No change has been made to the final AD in response to this comment.*

#### **Commenter 5: ASIANA AIRLINES – Jaewook Lee – 18/08/2025**

##### **Comment #5**

This is to ask you an inquiry about Compliance Time(s) for the Storage Aircraft.

According to the Para (2) in Required Action(s) and Compliance Time(s);, inspection has to be performed within 15 days after the effective date of this AD.

So, we would like to know if an aircraft which is under storage has to be performed within 15 days after the effective date of this AD.

Otherwise, the inspection can be delayed up to 5 FC for storage aircraft.

##### **EASA response:**



*See the response to Comment 1 in this CRD.*

*No change has been made to the final AD in response to this comment.*

**Commenter 6: Spring Airlines – Yu QianCheng – 23/07/2025**

**Comment #6**

The affected MLG door actuators listed in Appendix 1 List A of the AOT has been repair in accordance with AOT A32N033-24 R0 before the VSB 114122-32-108 original issued and there is reference 'PINSP' on the amendment plate after repair.

Can these affected MLG door actuators be regarded as having completed VSB 114122-32-108 ?

**EASA response:**

**Comment agreed.**

**In response to this comment the reference to the AOT was added in the definition of the affected part 1 and affected part 2.**

