

## COMMENT RESPONSE DOCUMENT

EASA AD No.: 2025-0244

[Published on 30 October 2025 and officially closed for comments on 27 November 2025]

**Commenter 1: Ethiopian Airlines – Tibebe Kassa Kebede – 31/10/2025**

### Comment #1

#### Statement 1:

Paragraph 1 of the AD requires a one-time inspection of each affected part within four months after 22 September 2025 (the effective date of EASA AD 2025-0192), but not before 22 September 2025, in accordance with the instructions of the AOT.

#### Statement 2:

Paragraph 4 of the AD states that inspections and corrective actions performed in accordance with Airbus AOT A52P017-25 (original issue or Revision 1), prior to the effective date of this AD (13 November 2025), are acceptable for compliance with paragraphs (1) and (2), provided that no subsequent task has been performed on the aircraft in accordance with the MP tasks defined in this AD.

#### Clarification Questions:

- A. **Pre-AD 2025-0192 Inspection Validity:** One aircraft completed the required inspection in accordance with the original issue of the AOT before 22 September 2025. Is this aircraft required to repeat the inspection to comply with paragraph (1) of AD 2025-0244?
- B. **Intent of Paragraphs (1) and (4):** Could you please clarify the intent and relationship between paragraphs (1) and (4) of the AD, especially in the context of the statements above?
- C. **Inspections Between AD Effective Dates:** For aircraft that completed the required inspection between 22 September 2025 (effective date of AD 2025-0192) and 13 November 2025 (effective date of AD 2025-0244), in accordance with the AOT (original issue or Revision 1), and where no maintenance action on an aeroplane in accordance with the instructions of the MP tasks (as defined in this AD, with revisions dated earlier than June 2025) have been performed—does this satisfy the compliance requirements of paragraphs (1) and (2) of AD 2025-0244?

#### EASA response:



- A. Comment noted. An inspection accomplished in accordance with the original issue of the AOT before 22 September 2025 is acceptable to comply with the requirements of paragraph (1) of EASA AD 2025-0244, provided that after that inspection no task has been accomplished on that aeroplane in accordance with the instructions of the MP tasks, as defined in this AD.**
- B. Comment noted. Please see the answer to point A.**
- C. Comment noted. Based on the information provided by the commenter, the compliance with the paragraph (1) of the AD can be recorded. In addition, please see the answer to point A.**

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

**Commenter 2: Emirates Engineering – Syed Sarosh Ahmed – 21/11/2025**

**Comment #2**

From AD para (1) and (4) we note the following statements:

(1) For Group 1 aeroplanes: Within 4 months after 22 September 2025..., but not before 22 September 2025, inspect each affected part in accordance with the instructions of the AOT.

(4) Accomplishment of inspections and corrective action(s) on an aeroplane, as applicable, in accordance with the instructions of Airbus AOT A52P017-25 ..., before the effective date of this AD, is acceptable to comply with the requirements of para (1) and (2) of this AD, as applicable, provided that after that inspection no task has been accomplished on that aeroplane ...

We had 8 aircraft inspected already before this new AD was issued on 30-Oct-2025 (refer status below).

- A6EXB 4sept, A6EXC 3sept, A6EXE 18aug, A6EXG 12aug,
  - A6EXA 24sept, A6EXD 26sept, A6EXF 16sept, A6EXH 09sept
  - A6EXI is scheduled for 17-Nov-2025.
- a. We believe that the meaning of AD para (1) for Group 1 aircraft (quoted above) is
- to not use old MP tasks listed in AD (revisions prior june-2025),
  - rather than not doing inspections prior 22-sept-2025.

The above statement otherwise means that inspections should be done after 22-sept, and with threshold of 4 months from 22-sept.



Kindly confirm which understanding is true or if all inspections done prior 22-sept-2025, are for GROUP 2 aircraft or for aircraft on which CREDIT applies.

- b. If the CREDIT in AD para (4) is dedicated for the inspections already carried out on aircraft (as per AOT revisions or superseded AD 2025-0192) prior new AD effective date (13-Nov-2025), then it means all our 8 aircraft inspected already comply with the CREDIT given. Can EASA confirm our understanding?
- c. If EASA believes that aircraft inspected before are in Group 2, then kindly advise if any rework or re-inspections are required?

***EASA response:***

***Comment noted. Please see the answer to comment #1. EASA AD 2025-0244 for Group 2 aeroplanes prohibits accomplishment of any maintenance action in accordance with the instructions of the MP tasks, as defined in that AD.***

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

