

COMMENT RESPONSE DOCUMENT

EASA AD No.: 2025-0043

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Commenter 1: Oman Air – Anwar Biland – 06/03/2025

Comment # 1

Reference subject AD which was issued 19 Feb 2025, and was effective within 1 week on 26 Feb, and having a short compliance time of 7 days to amend AFM and MEL. This AD was included in EASA AD biweekly report number 05 which was issued 3 March 2025. In my own personal opinion an AD that has a short compliance time such as this AD falling prior to the AD biweekly report issue date should be classified as Emergency AD for proper attention of operators.

- 1) Please advise why this AD is not classified as an EMERGENCY AD?
- 2) What is the criteria for AD to be classified as EMERGENCY AD?

Note: As EASA is aware through collaboration with FAA , the time between AD issue date and AD effective date for FAA ADs normally gives sufficient time (approx. 1 month or even more) for operators to review the FAA AD and put appropriate action in place. This is not the case with EASA ADs where the time between AD issue date and effective date is very close together.

We understand that ADs address safety issues, we hope that EASA can review this request and give at least 1 month between AD issue date and AD effective date to allow operators to put actions in place, unless the AD is declared as an Emergency AD which is understood as exceptional case.

EASA response:

Request to extend the time between AD issuance date and AD effective date :

Not agreed. Available data does not support an extension of the time between AD issuance date and AD effective date nor with the compliance time, as proposed.

Criteria to issue an Emergency AD (EAD)

According to the EASA procedures, an EAD, effective 2 days after publication, may be used when the compliance time is less than 30 days.



Anyway, this is only a guidance and a Final AD (issued with no prior consultation) may be also used. To be noted that in such case, the Final AD will be usually effective 7 days after publication (and not 2 weeks, as standard for other ADs).

While deciding whether an EAD or a Final AD should be used, consideration should be given to various topics, such as (and not limited to) :

- ***Date of issuance of the Type Certificate Holder (TCH) documents referenced in the AD.***
- ***Type of required actions; Logistical constrains (in this case, the AD requires implementing certain procedures; note that the AD does not require amending the AFM, which is considered as an acceptable method to comply).***
- ***Affected fleet size; to be noted that the AD is applicable only to a limited number of a/c (those having Airbus mod 207423 installed).***
- ***Feedback from TCH about implementation of the correcting actions by affected operators.***

A notification was also sent to registered users of the EASA Safety Publication tool on 19 February 2025.

No changes will be made to the Final AD in response to this comment.

