

COMMENT RESPONSE DOCUMENT

EASA PAD No. 24-140

[Published on 15 November 2024 and officially closed for comments on 13 December 2024]

Commenter 1: Air France Industries – Nuno Pereira – 18/11/2024

Comment # 1

Could you please clarify whether to identify the Part Number / serial number, we can use the maintenance records or we have to perform the physical inspection?

For information, we have already performed Airbus Service Bulletin (SB) A350-32-P057 on Air France fleet with the maintenance records in accordance with the answer of Airbus tech request 81476062.

EASA response: Comment agreed. The PAD required replacement of the affected part in accordance with the instructions of the Airbus SB A350-32-P057 original issue, and allows the usage of any later approved revision as an acceptable mean to show compliance to the AD requirement. Since the PAD 24-140 has been published, Airbus's SB A350-32-P057 has been upissued to revision 1, specifically allowing for the review of maintenance record as an acceptable mean to identify the NLG torque link PN and s/n, thus the scenario described in the comment above is already permitted.

Airbus SB A350-32-P057 revision 1 has been added in the Ref. Publications chapter of the final AD.

Commenter 2: Qatar Airways – Yacoob Jugoo – 03/12/2024

Comment # 2

Ref.1: EASA PAD 24-140 (ATA 32 – Landing Gear – Nose Landing Gear Lower Torque Link – Replacement / Life Limitation)

Ref.2: Airbus SB A350-32-P057 (LANDING GEAR - NOSE LANDING GEAR (NLG) - LOWER TORQUE LINKS MISSING BRIGHT SHOT PEENING)

Nose Landing Gear (NLG) Lower Torque Link PN 5035-0401 is tracked by A350 operators since it is subjected to a life limit (initially as per ALS Part 1 and now also as per Ref.2). However, Ref.2 calls for identification through physical inspection on the Aircraft and does not provide any provision for operators to obtain the details from aircraft/maintenance records.



Request(s):

Operators will benefit if the AD allows the use of aircraft/maintenance records to identify the PN & SN of the Nose Landing Gear (NLG) Lower Torque Link PN 5035-0401 as this will avoid physical inspection on the A/C.

EASA response: Comment agreed - see reply to Comment #1.

