

COMMENT RESPONSE DOCUMENT

EASA PAD No. 25-032

[Published on 07 February 2025 and officially closed for comments on 07 March 2025]

Commenter 1: LATAM – Christian Alexis Vera Orellana – 17/02/2025

Comment # 1

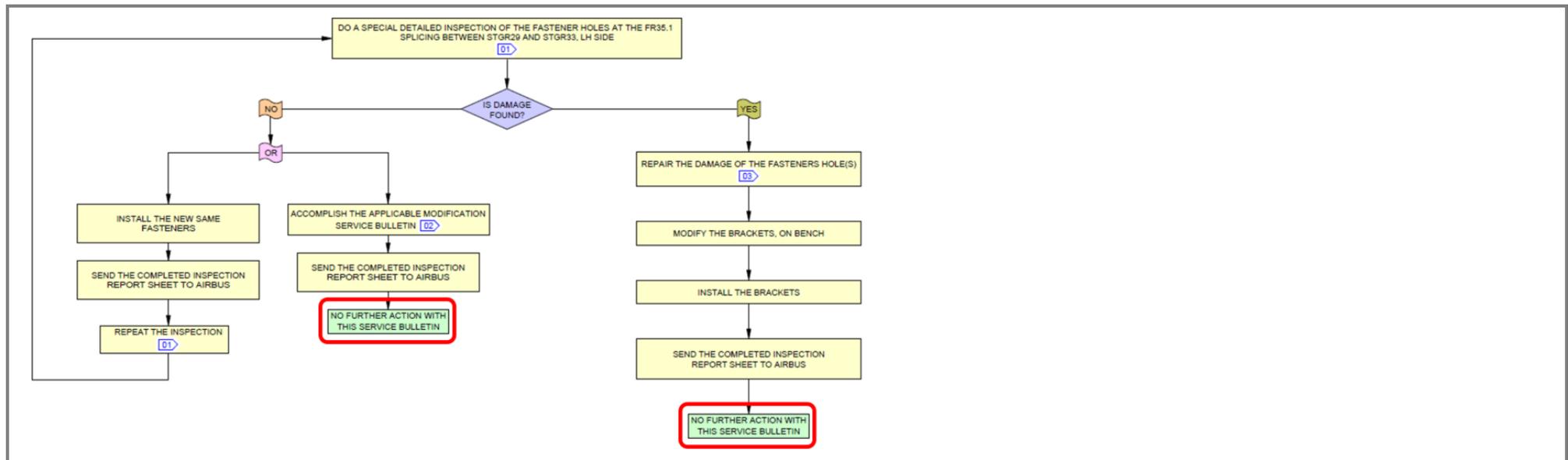
In paragraph (3) of EASA PAD 25-032, is mentioned if a repair is performed in accordance with any Inspection SB of Table 2, this is not a terminal action for the inspections of paragraph (1). However, in the instructions of the inspection SBs of Table 2 of EASA PAD 25-032, it is mentioned that if fastener holes have been repaired, no further action is required with this SB.

Could the EASA confirm if the holes repaired in accordance with the instructions of the inspection SBs of Table 2 of EASA PAD 25-032, should continue to be inspected at the repetitive intervals of paragraph (1)? Please clarify this point in the AD, so as not to generate confusion.

Example of SB A320-53-1308:

In accordance with the flow chart, if the modification SB is accomplished or if holes are repaired, no further action is required, otherwise if no damages are found, the SDI should be performed again in the intervals given.



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

If the instructions of the applicable inspection SB provide terminating action for the repetitive SDI as required by paragraph (1) of this AD, the applicable inspection SB can be considered “instructions provided by Airbus”, as described in paragraph (3) of this AD.

Note 2 was added to the final AD in response to this comment.

