

COMMENT RESPONSE DOCUMENT

EASA PAD No. 25-063

[Published on 15 April 2025 and officially closed for comments on 13 May 2025]

Commenter 1: Deutsche Lufthansa AG – Idris Coban – 28/04/2025

Comment # 1

In chapter 05-20; 2.4.27 “Centre link catcher pin” of latest TRENT XWB TLM REV 61, there is inspection requirement on the pin now. The inspection itself to test the function on-wing is not new and was mandated before, as well, every 1000 FC. But, as the P/N of the Catcher pin itself has been introduced to the new TLM revision, it won't work to track the inspection requirement on that piece part, as this attaching part is not serialized. Therefore, the inspection has to be tracked differently, for example on “Next Higher Assy”, where P/N & s/n information are given.

Please confirm that is also in line with EASA expectation to setup the mandatory inspection requirement on alternative ways for better traceability and not necessarily to the catcher pin itself (since not possible within MRO TOOL).

EASA response:

Comment not agreed. TLM PCM-TRENTXWB-K0680-TIME0-01 refers to inspection threshold stated in NMSB 71-AL187 which in turn in section D defines that the front mount failsafe inspection interval is defined in cycles accumulated by the engine (not by the pin) and, additionally, the NMSB requires accomplishment of the front engine mount pin (KH11916) inspection in accordance with the instruction of the aircraft task A350-A-71-21-61-00001-310A-A. The life of the pin does not need to be tracked. Since the “Centre link catcher pin” is controlled at aircraft/engine level and if it has not been removed since the task was last accomplished, then its status of compliance can be demonstrated by the aircraft/engine records.

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

