

COMMENT RESPONSE DOCUMENT

EASA PAD No. 25-070

[Published on 24 April 2025 and officially closed for comments on 08 May 2025]

Commenter 1: Cathay Pacific Airways Limited – Kathy Chin – 29/04/2025

Comment # 1

Regarding to PAD 25-070, CPA would like to suggest to follow AOT accomplishment timeframe requirement, which is “no later than the end of September 2025 (the 30th of September 2025)”, instead of “Within 3 months after the effective date of this AD”.

In accordance with AOT A53P018-25 instructions, operator will need to replace the shaft and catcher with new parts if the bracket is installed incorrectly. It is expected that it will be a maintenance task that requires long ground time. It will be great if we can have a longer compliance period that operator can have a better arrangement on the inspection.

EASA response:

Comment agreed. The Compliance Time has been extended to 4 months after the effective date of the AD, matching the instructions of the AOT.

Commenter 2: Ethiopian Airlines – Dereje Woldesenbet – 07/05/2025

Comment # 2

Paragraph 1 of PAD 25-070 requires a one-time inspection within three months from the effective date. However, Paragraph 2 states that if affected parts are found to be incorrectly installed, they must be replaced before the next flight. Since Airbus supplies replacement parts only after a report of incorrect installation, additional lead time is needed for reporting, ordering, delivery, and installation.

Given these logistical and planning constraints, the proposed three-month period is not sufficient to ensure full compliance. We therefore request that the compliance period be extended to six months, allowing for more flexible scheduling and minimizing aircraft downtime while maintaining safety and regulatory intent.

EASA response:



Comment not agreed. Available data does not support a request of the compliance time as proposed. See also EASA answer to comment #1.

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

