

COMMENT RESPONSE DOCUMENT

EASA PAD No. 25-072

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Commenter 1: SAESL Quality – Muhammad Hazmi – 22/05/2025

Comment # 1

NMSB 72-AL168 calls out for the replacement of all the fuel manifold main fuel hose assemblies in an XWB engine.

Would this NMSB also constitute as a terminating action for paragraph (6)?

EASA response:

Comment noted.

Paragraph 6 (In-shop Inspections) of PAD 25-072 specifies that affected engine Groups can be released after engine shop visit provided that, during that shop visit, each affected part has been inspected, and, depending on findings, all the applicable corrective actions have been accomplished in accordance with the instructions of the NMSB.

Paragraph 9 (Terminating action) of PAD 25-072 specifies replacement of the affected part on an engine with a new part, accomplished after 01 September 2024 in accordance with the referenced instructions (Airbus A350 Aircraft Maintenance Manual task A350-A-72-41-65-00001-720A-A or Rolls-Royce Engine Manual task TRENTXWB-A-72-41-70-00A01-720A-B or task TRENTXWB-B-72-41-70-00A01-720A-B) constitutes terminating action for that part.

Section 3 of NMSB 72-AL168 (Accomplishment Instructions) instructs replacement of parts (effectivity shown in Appendix 1 & 2), with new parts. Whilst NMSB 72-AL168 technically meets the requirement for the terminating action of the ‘initial’ and ‘repetitive’ inspections specified within PAD paragraphs (2), (3) and (6), it is however not strictly required to meet the intent of the PAD.

No changes were made to the final AD in response to this comment.

