

COMMENT RESPONSE DOCUMENT

EASA PAD No. 25-073

[Published on 13 May 2025 and officially closed for comments on 27 May 2025]

Commenter 1: Safran Aerosystems – Cathleen Viaud – 22/05/2025

Comment # 1

Comment A

Current wording EASA PAD No.: 25-073 (13 May 2025)

Affected ELRS: Left-hand (LH) and right-hand (RH) emergency life-raft system (ELRS) container assemblies having Part Number (P/N) U256A80A1005 and P/N U256A80A1006,[...]

SAO proposal

Affected ELRS: Left-hand (LH) and right-hand (RH) emergency life-raft system (ELRS) container assemblies having **AH** Part Number (P/N) U256A80A1005 and P/N U256A80A1006,[...]

SAO Comments

Add the text in blue color to specify “AH” Part Number.

Comment B

Current wording EASA PAD No.: 25-073 (13 May 2025)

[...] respectively, except those which have been repaired in accordance with the instructions of Safran Aerosystems Service Bulletin (SB) 025-64-49, and except those which are identified as amendment A or higher.

SAO proposal

[...] respectively, ~~except those which have been repaired in accordance with the instructions of Safran Aerosystems Service Bulletin (SB) 025-64-49, and except those which are identified as amendment A or higher.~~
listed in the (SB) 025-64-49, expect those which have been repaired in accordance with the instructions of Safran Aerosystems Service Bulletin (SB) 025-64-49.

SAO Comments



Remove red crossed-out text and replace by proposal in blue color to ensure that the list of affected P/N is only managed by the Safran Aerosystems Service Bulletin (SB) 025-64-49.

Comment C

Current wording EASA PAD No.: 25-073 (13 May 2025)

[...]

This condition, if not corrected, could lead to failure of release of the life rafts during an emergency, possibly resulting in injury to occupants during a survivable accident.

SAO proposal

[...]

This condition, if not corrected, could lead to failure of release of the life rafts during an emergency, ~~possibly resulting in injury to occupants during a survivable accident.~~

SAO Comments

Potential impact leading to injury seems to be unrealistic.
Remove red crossed-out text.

EASA response:

Comment A

EASA agrees. The Final AD has been amended accordingly.

Comment B

EASA disagrees. ELRS containers at amendment A or higher embody an improved design (i.e. update of valve body drawing to add criteria of Rt in addition of Ra already specified and a perpendicularity value between the contact surface and the tapping) and, therefore, they are not affected by the unsafe condition addressed by this AD. No changes have been made to the Final AD in response to this comment.

Comment C

EASA partially agrees. The Final AD has been amended with the wording "..., potentially compromising the ability to ensure the safety of the crew and passengers in the event of a survivable accident".

