

COMMENT RESPONSE DOCUMENT

EASA PAD No. 25-132

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Commenter 1: Delta Air Lines – Michael Tharp & Clara Mastrion – 17/09/2025

Comment #1

Reference:

(A) EASA Proposed Airworthiness Directive: PAD No. 25-0132, dated 20 Aug 25

(B) Airbus Service Bulletin (SB) A350-57-P094, dated 17 Jun 25

Commenter Request

Modify Ref (A) PAD, Definitions and Reason paragraphs, to remove the phrase “at the front and rear spar areas” to improve consistency with Ref (B) SB.

Request justification

Paragraph 3.C of the SB Ref (B) contains instructions for replacing fasteners at FR46 and FR 49, LH and RH sides. The front and rear spars are at FR46 and FR54, respectively. Of the 8 fittings called out in the SB for fastener replacement, only 2 are located at the front spar area (FR 46), and none at the rear spar area (FR54).

Additionally, the SB Ref (B) does not mention spars and instead describes the work areas as “at FR46” and “at FR49”. Removing the phrase “at the front and rear spar areas” from Ref (A) PAD will help prevent misinterpretation regarding the location of affected fasteners.

List paragraphs that change; describe (nonobvious) changes

Definitions:

Affected part: Fasteners installed on the left-hand (LH) and right-hand (RH) sides of the centre wing box (CWB) ~~at the front and rear spar areas~~, as specified in the SB.

Reason:

To address this potential unsafe condition, Airbus issued the SB to provide instructions to replace the affected parts and to introduce additional head nut cap protection ~~at front and rear spars~~ in the CWB.



For the reasons described above, this AD requires replacement of the affected parts and introduction of additional head nut cap protection ~~at front and rear spars~~ in the CWB.

EASA response:

Comment agreed. The Final AD has been amended accordingly.

