

COMMENT RESPONSE DOCUMENT

EASA PAD No. 25-141R1

[Published on 23 September 2025 and officially closed for comments on 10 October 2025]

Commenter 1: SAS Connect – Joao Cunha – 15/09/2025

Comment #1

SAS Connect (SZS) would like EASA to consider accepting the CFM CNR as a acceptable means of compliance of this proposed AD - provided data coverage is compliant with the SB recommendation.

The EHM DATA is available on a daily basis and review by CFM constantly.

EASA response:

Comment noted.

At the current time, based upon all supporting information available to EASA, the above mentioned CNR is not considered as an acceptable means of compliance with the AD.

Whilst CNRs can under certain conditions be considered as an acceptable method to comply with an EASA AD, this has not been accepted by EASA in the context of this specific AD, at this time.

Therefore, as stated in Note 2 of the AD: “Relying only on the CNR is not acceptable to comply with the requirements of paragraph (1) of this AD.”

No change has been made to the final AD in response to this comment

Commenter 2: American Airlines – Amanda Dombecki – 10/10/2025

Comment #2

AAL request the use of automated CFM provided alerts, such as Customer Notification Reports (CNR), as the means of monitoring NSV calculations alternatively to the Required Action(s) and Compliance Time(s);, NSV Evaluation (1) of EASA PAD No.: 25-141R1.



Required Action(s) and Compliance Time(s):, NSV Evaluation (1) of EASA PAD No.: 25-141R1 requires the initial and repetitive manual inspection and/or calculation of NSV data every 50 flight cycles; however, the automated CFM CNR Non-Synchronous Vibration Exceedance, is already in use to provide continuous evaluation of NSV data with the limits specified in Accomplishment Instructions, paragraphs 5.A.(4) of CFM SB LEAP-1A-72-00-0562-01A-930A-D, Issue 001-00. It is understood Note 2 of the NSV Evaluation (1) states, "Relying on the CNR is not acceptable to comply with the requirements of paragraph (1) of this AD." However, the use of the Non-Synchronous Vibration Exceedance CNR reduces the risk of manual error created in manual inspection and/or calculation of NSV data and provides equivalent/constant monitoring. Additionally, it has been Provided the post-flight data conditions are met, please consider adding the alternate procedure, use of CFM's Customer Notification Reporting Non-Synchronous Vibration Exceedance and removing Note 2, to satisfy Required Action(s) and Compliance Time(s):, NSV Evaluation (1) of EASA PAD No.: 25-141R1.

EASA response:

See the answer to comment 1.

Commenter 3: Lufthansa Technik AG – Heiko Westphalen – 14/10/2025

Comment #3

LHT has a question regarding the replacement part (3) of this PAD.

Replacement:

- (3) Unless already accomplished as required by paragraph (2.1) of this AD, at the next engine shop visit starting after the effective date of this AD, **replace any affected part with a serviceable part in accordance with the modification and inspection SB.**

If an affected part will be replaced at the next SV without prior detected discrepancy, as identified in the monitoring SB – are the additional inspections according to LEAP-1A SB 72-0536 Paragraph E. (2)(b) to be performed?

EASA response:

Yes, the additional inspections of the SB remain applicable following replacement of an affected part, even in absence of earlier NSV detection.

No change has been made to the final AD in response to this comment.



