

COMMENT RESPONSE DOCUMENT

EASA PAD No. 25-150

[Published on 19 September 2025 and officially closed for comments on 17 October 2025]

Commenter 1: Saudia – Mohammed Said M Basaif – 22/09/2025

Comment #1

We would like to check and confirm the affected part in paragraph [Required Action(s) and Compliance Time(s):] in Table A and Table B for P/N 2784M32G01:

Is s/n FB0P8JC correct or the correct s/n is FGB0P8JC?

If s/n FGB0P8JC is the correct one, kindly note that.

EASA response:

Comment agreed.

In response to this comment the description of Table 1 and Table 2 were amended. The correct s/n is FGB0P8JC.

Commenter 2: Interglobe Aviation Limited (INDIGO) – Debapriya Chatterjee – 24/09/2025

Comment #2

Referring the subject PAD, we would like to submit the following comment for your consideration.

Comment #	Paragraph Reference	Comment
1	1 Table A & B	One of the affected S/n FB0P8JC has the alphabet G missing. Instead, it should be FGB0P8JC . This is confirmed against SB table.



EASA response:

See the answer to comment 1.

Commenter 3: Willis Mitsui & Co. Asset Management Limited – Jose Almeida – 17/10/2025

Comment #3

I don't understand why Groups 1 and 2 were defined if Group 2 is no longer referenced to in the current AD. I understand it might have been copy pasted from the first AD 2023-0108.

To make the AD clearer just make reference to "engine with an affected part".

It is understood that the idea is to include the 4 new s/n into the affected population, I like the idea of superseding the previous AD and therefore avoid having multiple ADs on the same subject.

EASA response:

Comment agreed.

Paragraph (2) was amended to specify it is applicable to both Group 1 and Group 2 engines in response to this comment.

