



COMMENT RESPONSE DOCUMENT

EASA PAD No. 16-170

[Published on 13 December 2016 and officially closed for comments on 10 January 2017]

Commenter 1: Qantas Airways Limited – Wayne Nelson – 14/12/2016

Comment # 1

References:

/A/ EASA PAD 16-170

/B/ SB A380-57-8097 R00, dated 30-Sep-2016

QANTAS have just received the subject (Ref /A/) PAD and under initial review have noted that QANTAS have not yet received Ref /B/ SB.

On reviewing the Ref /B/ SB (AIRBUS portal) QANTAS noted the following with respect to the Ref /B/ SB:

1. Applicability is limited to A380-841 and A380-861 aircraft and then only certain MSN's between/within the range = 0087 & 0144;
2. The Ref /B/ SB also contains a Figure (Figure A-GACAA) which provides an MSN/SN/PN cross reference identifying the location of affected parts.

However, on reviewing the Ref /A/ PAD (attached), QANTAS notes the following key differences:

1. Applicability includes A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers (MSN);
2. Note 1 in the Required Actions of the Ref /A/ PAD includes the following statement:

"However, that MSN list is for information only, as it cannot be excluded that an affected inboard flap was removed from an aeroplane and later re-installed on another aeroplane."

As can be seen in the above, the applicability & effectivity of Ref /A/ & /B/ documents are in conflict.

QANTAS requests EASA & AIRBUS review the above and make a determination on whether applicability will be restricted by MSN or by affected Part SN?

Comment: While QFA considers the risk is low, alerting all operators to the existence of the affected flaps would be the safer approach. Even if only to advise them that they may want to initiate preventative measures.

EASA response:

Comment understood.

EASA PAD 16-170 defines that the required actions are applicable for Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers (MSN), when Airbus Service Bulletin (SB) A380-57-8097 is applicable for A380-841 and A380-861 models only having a MSN identified in the SB. Airbus SB A380-



57-8097 lists the aeroplane models and MSN where the affected inboard flaps impacted by the unsafe condition addressed by the AD were installed during the first aeroplane delivery after manufacturing. However, that MSN list is for information only, as it cannot be excluded that any of affected inboard flaps was removed from an aeroplane and later re-installed on another aeroplane [not listed by a model and MSN in Airbus SB A380-57-8097]. Additionally, paragraph (4) of the AD specifies part installation conditions [under which an inboard flap can be installed on an aeroplane] which is applicable not only for aeroplanes listed by model and MSN in the Airbus SB A380-57-8097 but is applicable for any existing Airbus A380-841, A380-842 and A380-861 aeroplanes. Therefore the Applicability of the AD is defined more broadly than the Effectivity of Airbus SB A380-57-8097.

Therefore, the AD applicability is not restricted by an MSN and the AD requires:

- 1) for aeroplanes which on the effective date of the AD have an affected part installed: Accomplishment of the SDI and depending on finding, replacement. Additionally, the AD imposes a condition for installation of an inboard flap (paragraph (4)) from the effective date of the AD.*
- 2) for aeroplanes which on the effective date of the AD do not have an affected part installed: The AD imposes a condition for installation of an inboard flap (paragraph (4)) from the effective date of the AD.*

No changes have been made to the Final AD in response to this comment.

