



COMMENT RESPONSE DOCUMENT
EASA PROPOSED AIRWORTHINESS DIRECTIVE (PAD) No. 08-116
CLOSED FOR COMMENTS ON: 07 November 2008

| PARAGRAPH OR SECTION COMMENTED | COMMENT / PROPOSAL | AUTHOR OF THE COMMENT | DATE OF COMMENT | PCM RESPONSE |
|--------------------------------|---|--|-----------------|--|
| Compliance Time(s) | LHT/DLH had shortly received the PAD 08-116 announcing AD for accomplishment of SB A340-53-5045. The threshold of this PAD is defined with 3020 FC for 340 WV10X Series. Please be inform that DLH A/C MSN 517 had currently accumulated 3013FC. Other DLH A340-600 A/C are near on this target. We are trying to implement the inspection in our maintenance program instantly but can not guarantee that the A/C are already inspected with publication of the announced Airworthiness Directive. Therefore EASA and AIRBUS are kindly asked to define a grace period for A/C which have reached the threshold. | Walter Press Customer Engineering Lufthansa Technik AG | 13/10/2008 | Indeed inspection threshold for weight variant WV10X is 3020 FC, but most of DLH aircraft are WV00X including MSN0517 (meaning 3920 FC threshold). As per TC holder estimation, first DLH aircraft to reach the threshold is MSN0517 in May 2010. No need of grace period has been identified by the relevant analysis carried out by the TC Holder. |
| Reason | The PAD mentions the combination with a "single engine failure", could you please explain this sentence a little bit more detailed. In our opinion the statement is a typing error in the document. | Walter Press Customer Engineering Lufthansa Technik AG | 13/10/2008 | Agreed. The sentence is improved in the final AD text. |