


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 11-065 [Published on 7 July 2011 and officially closed for comments on 4 August 2011]

Commenter 1: Air Transat – Luc Martel – 07/07/2011
Comment # 1

The text [of PAD 11-065] says: During an approach phase, the flight crew of an **A330 aeroplane** had to perform a free-fall extension of the left-hand (LH) MLG.

EASA response:

EASA confirms that the issue was discovered following an event which occurred on an A330 aeroplane. A340-200/-300 aeroplanes are also affected. No changes are made to the Final AD in response to this comment.

Commenter 2: AIR FRANCE / KLM – Farid Aouraghi – 04/08/2011
Comment # 2

- Due to Enhanced MLG retraction actuator not concerned by this AD; Could you mention in "Applicability" section that the A/C on which Airbus modification 54500 (or SB A340-32-4256) has been embodied, is not concerned by this AD.
- Could you mention that "Accomplishment of instruction of Messier-Dowty SB N° A33/34-32-227 is an acceptable method to comply with the requirements of paragraph (9) of this AD."

EASA response:

1/ Comment agreed. The Final AD has been updated accordingly.

2/ Comment not agreed. In order to ensure a correct traceability at aircraft level, the accomplishment or validation of the instructions (modification + re-identification) of Airbus Service Bulletin A340-32-4256 is required. No changes are made to the Final AD in response to this comment.