


EASA	COMMENT RESPONSE DOCUMENT
	<p style="text-align: center;">EASA PAD No. 11-066 [Published on 7 July 2011 and officially closed for comments on 4 August 2011]</p>

Commenter 1: AIR FRANCE / KLM – Farid Aouraghi – 4/08/2011

Comment # 1

- 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 A330-32-3212) 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 A330-32-3212 is required. No changes have been made to the Final AD in response to this comment.