



## COMMENT RESPONSE DOCUMENT

EASA PAD No. 18-132

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**Commenter 1: TAP Air Portugal – João Martins – 01/10/2018**

### **Comment # 1**

In our opinion, if there is a chance that an applicable SB may be revised by Airbus to update the aircraft MSN effectivity, then the Applicability paragraph of the AD should clearly identify all the MSN that are affected by these mandatory inspections, instead of stating “(MSN) as listed in the applicable SB”.

Otherwise, in case an applicable SB is revised by Airbus to add MSN to the effectivity, there will be a risk that the corresponding operators may not diligently react as they would if there was an AD revision to inform/alert about the effectivity change.

To avoid this risk, TAP proposes the MSN effectivity to be published as an appendix to the AD.

### **EASA response:**

**Comment not agreed. When an existing Airbus SB, subject to an AD, is revised, and this revision affects either the SB Effectivity (AD Applicability), the compliance times or the instructions (i.e. AD requirements), Airbus is expected to submit (Part 21.A.3B) those changes to EASA for review. Depending on the nature of those changes, AD action will be taken, either a new AD (supersedure) or an AD revision. EASA expects all operators to have access to the SB, which makes it a simple check to verify whether the AD applies or not.**

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

