


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<p style="text-align: center;"><b>EASA PAD No. 14-174</b>  <b>[Published on 17 December 2014 and officially closed for comments on 14 January 2015]</b></p>

**Commenter 1: Lufthansa Technik AG – Walter Press – 19/12/2014 (received via Airbus)**

**Comment # 1**

LHT/DLH had reviewed PAD 14-174 and kindly ask you to change the wording in the announced Airworthiness Directive.

Could you please precise Para (1) of Required Action(s) and Compliance Time(s) in regards to the revision status of the affected SBs? In our opinion it is possible to modify an aircraft, which was not updated per SB original issue previously before the effective date of the AD, with the SBs at original issue or revision 01. In the event that original issue will be used after affective date of the AD the additional work is missing.

**EASA response:**

**Comment accepted. That was mistake in EASA PAD 14-174. Revision 1 was added for all applicable Airbus SB, in Paragraph (1) of the AD.  
The Final AD has been corrected accordingly.**