


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<p align="center"><b>EASA PAD No. 15-110</b></p> <p align="center"><b>[Published on 25 August 2015 and officially closed for comments on 22 September 2015]</b></p>

**Commenter 1: Air France – Gwenael Gueraud – 27/08/2015**

**Comment # 1**

PAD 15-110 the paragraph 1 compliance time states "before exceeding 7600 FC or 144 months, whichever occur first since aeroplane first flight". The 144 months (12 years) would allow to apply the SB at the second 6 years check. But the condition "since first flight" will prevent to arrive at this check. Could you modify this condition by "since the certificate of airworthiness issue" who will allow to arrive (reach) at the 12 years check?

**EASA response:**

***The DET (Detailed Inspection) is to be done before exceeding 7600FC. The major layover (at 12 years so called 6C-Check) is only a recommended maintenance opportunity at which the DET can be done. Next revision of Airbus SB A380 53-8095 is expected to reflect this.***

**Commenter 2: Qantas Airways – Simon Bae – 28/08/2015**

**Comment # 2**

Paragraph (1) of this PAD states:

- (1) Before exceeding 7 600 flight cycles or 144 months, whichever occurs first since aeroplane first flight, accomplish a DET of the shim thickness at the frame coupling of the longitudinal joint between FR 74 and FR 90, from STGR 67 LH to STGR 68 RH, in accordance with the instructions of Airbus SB A380-53-8095.

However, we understand that there may be cases where a shim may not be installed at one or more locations. In this case, as per the flowchart provided in SB A380-53-8095 Figure A-GFAAA Sheet 01, no further actions are required per the SB for that particular location.

We believe that Paragraph(1) of the AD should clearly instruct to:

- Carry out a visual inspection of the affected structure to determine if a shim has been installed

- If a shim is present, then accomplish DET to measure the shim thickness per the SB.
- If no shim is present, no further actions are required per the SB for that particular location.

**EASA response:**

***A DET is required to be carried out in order to detect the presence of shim(s) which will not be detectable during a GVI (General Visual Inspection). Please note that the abbreviation DVI (Detailed Visual Inspection) is no longer used. Paragraph (1) of the EASA AD is therefore not expected to be modified. In addition a note is added into paragraph (1) to clarify that in case no shim is found at a potentially affected frame coupling then no further action at that coupling is required.***