



COMMENT RESPONSE DOCUMENT

EASA PAD No. 16-130

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Commenter 1: Cathay Pacific Airways Limited – Miikka Antila – 29/09/2016

Comment # 1

Cathay Pacific would like to kindly comments the PAD 16-130 as following:

A. Effective Date: “TBD [standard: 14 days after AD issue date]” should be 30 days after AD issue date. This would give us proper time to set the compliance documents to the system.

B. Cathay Pacific would like to know if the mandatory modification has been missed on A330 fleet. As this AD has been issued to mandate the modification on A340-300 fleet but A330 fleet is flying more FC.

EASA response:

A. Comment not agreed. The extension of the period between issue date and effective date is only granted by EASA on an exceptional basis ie; complicated cases like several Service Bulletin to be accomplished on the same aeroplane. In that case, only one SB or maximum two is to be accomplished.

B. Comment understood. For A330-200 and A340-300 aeroplanes, the modification of the fuselage upper shell structure between FR80 and FR86 is mandatory. See paragraphs (6), (9) and (11) of the final AD. For A330-300 aeroplanes, the modification is only optional, at the discretion of the operator. This is the conclusion of complementary review accomplished by Airbus and supported by EASA.

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

