



COMMENT RESPONSE DOCUMENT

EASA PAD No. 17-021

[Published on 09 February 2017]

Commenter 1: Lufthansa Technik – Mustafa Akkaya – 10/02/2017

Comment # 1

with the PAD 17-021 repetitive inspections on the outer wing and trim tank fuel pump canister hoods has been reintroduced.

We are missing in this PAD the compliance time requirement for the initial inspections on the wing and trim tank fuel pump canisters for aircraft which are already in post SB A310-28-2175 configuration.

EASA response:

The initial issue of PAD 17-021 did not take into account the prior embodiment of the optional terminating action for the wing centre and inner tank pumps. PAD 17-021 has since been revised to clarify that, for an aeroplane on which the optional terminating action in the centre and inner tanks has already been embodied, the only additional action is to inspect the fuel pump canister hoods in the outer and trim tanks. Hence, aircraft that are already in the post SB A310-28-2175 configuration will not require repetitive inspection of the wing centre and inner tank pumps.

Commenter 2: MNG Airlines – Muhammet GÜMÜŞSOY – 13/02/2017

Comment # 2

1) According to paragraph 5 of PAD, accomplishment of SB A300-28-6110 and SB A300-28-6114 constitutes terminating action for the repetitive inspections. My question is that the accomplishment of only one of A300-28-6110 or SB A300-28-6114 can be considered as partial terminating action for the repetitive inspections or not?

2) Revision 1 of SB A300-28-6110 requires some additional work for aircraft modified by the original issue of this SB however there is no explanation about this subject in this PAD.

EASA response:

1) As stated in AD 2011-0124R1, the accomplishment of SB A300-28-6110 will terminate the inspection requirement for the wing centre and inner tank pumps. Some aircraft may already be in this configuration; hence this configuration is taken into account in PAD 17-021R1, where only the wing outer and



trim tank pump require inspection. Likewise, for an aircraft that has only embodied SB A300-28-6114, only the wing centre and inner tank pumps will require inspection. An aircraft that has embodied both SB A300-28-6110 and SB A300-28-6114 will not require further inspection.

- 2) *There is no change to the optional terminating action for the wing inner and centre tank pumps between AD 2011-0124R1 and PAD 17-021R1. AD 2011-0124R1 listed the embodiment of Airbus SB A300-28-6110 revision 1 or later as optional terminating action. The embodiment of this SB at the earlier revision is not terminating; the additional work per revision 1 will need to be accomplished to claim SB embodiment at revision 1.***

