

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-130

**[Published on 16 July 2019 and officially closed for comments on 13 August 2019]**

**Commenter 1: All Nippon Airways – Hideyuki Kato – 19/07/2019**

### **Comment # 1**

Our A380 fleet (ANA: All Nippon Airways) MSN 0262, 0263, 0266 are applicable in this PAD. Investigating the delivery documents, these aircraft have not been embodied MOD 76306 and 76307. On the other hand, ANA investigated SB A380-57-8192 and A380-57-8195, and confirmed that these aircraft are not effective in these SB's.

Therefore, ANA sought about this PAD to Airbus, and got comment from them as follows:

Airbus would like to provide ANA with the following information regarding effectivity list in SB 57-8192-00 and 57-8195-00:

Airbus confirms to ANA that A380 MSNs 262, 263 and 266 are not applicable to SB 57-8192 and 57-8195 Rev00. Moreover, these MSNs have embodied MOD 76306/T86418 for track station #2 and MOD 76307/T86419 for track station #5.

EASA PAD 19-130 has been released to inform operators of necessity to modify the compression pads located at the aft attachment area of each affected part (#2 and #5).

For MSNs which have embodied MOD 76306/T86418 and 76307/T86419, the modification can be done by Retrofit Amendment following SB 57-8192 R00 CONF02 and SB 57-8195 R00 CONF02 or by Serial Amendment with Serial MOD 77208/T86437.

In the case of ANA MSNs 262, 263 and 266, Mod 77208/T86437 has been embodied in production before delivery. Therefore, Airbus confirms that SB 57-8192 R00 and SB 57-8195 R00 are not applicable to ANA MSNs.

So, could you please review the above and add applicability of AD for an embodied the Airbus modification 77208 aircraft?

### **EASA response:**

**Comment agreed. The Final AD is amended to exclude post-mod 77208 aeroplanes from the Applicability.**