

COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-219

[Published on 20 December 2019 and officially closed for comments on 17 January 2020]

Commenter 1: Emirates – Nasser Mohamed Almawed – 14/01/2020

Comment # 1

Paragraph “GROUPS” of the PAD 19-219 states the following:

“Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed. An aeroplane on which Airbus modification 77028 has been embodied in production is a Group 2 aeroplane, provided the aeroplane remains in that configuration.”

In order to clear any doubt, may you please confirm the following for the highlighted part of the statement above:

For Group 2 aeroplanes that have had their post-mod parts (P/N 6863B040001) replaced by pre-mod parts (P/N 6863B030001), due to operational demands in accordance with the conditional permissions provided in the current Airbus IPC 36-11-51 now become considered a Group 1 or still be considered as a Group 2 aeroplane? Do these valves now have to be replaced before the issuance of the AD, or do they now fall under the criteria of a Group 1 aeroplane and can be replaced within the 6 month compliance of the AD?

EASA response:

Comment noted. EASA confirm that, in case pre-mod parts have been installed on a post-mod aeroplane, that makes that aeroplane a Group 1 aeroplane, for the purposes of this AD. Replacement of those pre-mod parts is there required, as specified in the AD, for that Group 1 aeroplane.

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