

COMMENT RESPONSE DOCUMENT

EASA PAD No. 20-005

[Published on 14 January 2020 and officially closed for comments on 11 February 2020]

Commenter 1: British Airways – Tunde Kareem – 20/01/2020

Comment # 1

BAW has concluded the initial one time inspection SB A380-54-8073 R00, BAW has now launched the repetitive inspection SB A380-54-8073 R01 at threshold 12 months after embodiment of SB A380-54-8073 R00, BAW has already inspected 3 aircraft (MSN 121, 215 and 192) on the 1st, 6th and 8th of January 2020 respectively all with nil findings, the rest of the fleet is planned to be inspected concluding before April 2020, currently 3 aircraft have been inspected twice before effective date of PAD 20-005 (TBD).

BAW would like to clarify if there will be any credit for the next inspection intervals i.e. can BAW re inspect within 12 months of the threshold set per SB A380-54-8073 R01 without incurring additional maintenance burden that PAD 20-005 will introduce mandating another inspection within 3 months of AD effective date even though some of our aircraft would have been inspected 1 to 2 months before, in some case twice inspected prior to the effective date of PAD 20-005.

EASA response:

Comment noted. In EASA view, the commenter's concern is adequately addressed by the standard statement that actions are 'Required as indicated, unless accomplished previously:', which appears in nearly all EASA ADs. Actions accomplished using Airbus SB A380-54-8073 R01 instructions, before the effective date, can therefore be credited as 'compliance' with the new AD.

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