

COMMENT RESPONSE DOCUMENT

EASA PAD No. 20-094

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Commenter 1: Deutsche Lufthansa – Jan Hoffmann – 07/07/2020

Comment # 1

According to SB A350-36-P029 and this AD, affected bleed gimbals have to be replaced “before next flight” after the DET (detailed inspection) of the manufacturing date. Before this physical read out, it is not clear if the gimbal is affected or not.

As the mat-kits for the modification are only free of charge when this physical read out of the manufacturing date was performed, we cannot order them in advance.

Therefore we would appreciate a grace period of about 2 weeks before we have to change the gimbal.

EASA response:

EASA agrees. Prompted by this comment, EASA decided to change the Final AD in order to simplify it, removing the inspection (identification) requirements. Paragraphs (2) and (3) have been merged into a new paragraph (2). This way, operators can inspect (or identify by records check) and replace the affected parts, having in the same compliance time of 5 600 FC for both Group 1 and Group 2 aeroplanes.

Further Airbus states that the RIL (Retrofit Information Letter Reference V36M20001821) suggests to first ask for the part before applying the SB/AD.