

COMMENT RESPONSE DOCUMENT

EASA PAD No. 21-036

[Published on 08 March 2021 and officially closed for comments on 05 April 2021]

Commenter 1: Air France – Amandine Raynal – 09/03/2021

Comment # 1

PAD 21-036 has been referenced under ATA 27, however it seems that the PAD body only concerns an ATA 34 item (the ADR). In addition, the advance copy of MMEL provided by Airbus and FOT ref: 999.0013/21 show amendment for ATA 34 MMEL items, but none for ATA 27 yet. Could you please clarify, what has to be done specifically in ATA 27?

EASA response:

Comment agreed. The introduction of ATA 27 was indeed considered inappropriate, which has been replaced with ATA 34 in the Final AD accordingly.

Commenter 2: Eastern Airlines Technic Co. – Liu Wei – 09/03/2021

Comment # 2

Regarding EASA PAD 21-036, we have 2 questions:

- A. Why is ATA 27 instead of ATA 34 in EASA PAD 21-036? The ATA in FOT 999.0013/21 Rev 00 is 34, and the action required to be performed in EASA PAD 21-036 is also implement in the operational documentation the MMEL change related to ATA34 MMEL item 34-10-01, so we think it is more appropriate to change the ATA of EASA PAD 21-036 to 34.
- B. In the Applicability of EASA PAD 21-036, for Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, are all manufacturer serial numbers (MSN) applicable?

EASA response:



- A. Comment agreed. See EASA answer to Comment #1.**
- B. Comment agreed. The Final AD has been amended to add 'all MSN' for the A340 aeroplanes.**

Commenter 3: Deutsche Lufthansa AG – Gerald Glasse – 10/03/2021

Comment # 3

Main topic of the PAD is the implementation of the amended MMEL Item 34-10-01 which is related to ATA chapter 34. Title of the PAD is 036 „ATA27 – Flight Control – Air Data Reference Inoperative / Master Minimum Equipment List – Amendment“. For a better and a directly assignment is it possible to add also ATA 34 beside ATA 27 in the title?

EASA response:

Comment agreed. See EASA answer to Comment #1.

Commenter 4: Lufthansa Technik AG – Maximilian Pitzner – 16/03/2021

Comment # 4

In relation to PAD 21-036 I want to draw attention to the defined ATA chapter. PAD 21-036 is published for ATA 27 but, despite for flight control law developments on the A330-743L (Beluga XL) aeroplanes, the content is related to ATA 34 (ADR). Could you please review the ATA chapter for the final AD?

EASA response:

Comment agreed. See EASA answer to Comment #1.



Commenter 5: Jordan Aviation – Mustafa Shahin – 16/03/2021**Comment # 5**

Subjected PAD mentions action required related to ATA 34 (MMEL item 34-10-01), while title of PAD mentions ATA 27. Please to correct Title of PAD to reflect ATA 34.

EASA response:

Comment agreed. See EASA answer to Comment #1.

