

COMMENT RESPONSE DOCUMENT

EASA PAD No. 22-009

[Published on 31 January 2022 and officially closed for comments on 28 February 2022]

Commenter 1: Airbus ATI – Aurelien Person – 18/02/2022

Comment # 1

Further to review of PAD 22-009, Airbus Transport International would like to share with EASA the comments below:

1. The AMM reference included in the note 1 to perform the CMR task shall be corrected as follows: replace the AMM 20-14-00 PB 501 by AMM 29-14-00 PB 501.
2. The PAD requests a functional test (Functional Check of the 3 Hydraulic Reservoirs for Air Leakage). There is no functional test available in the AMM 29-14-00 PB 501 current revision. However, the AMM contains an operational test that could match with the test requested by the PAD. (Operational test of each hydraulic reservoir low air pressure detection and warning circuits). If the PAD requires a functional test, an AMM must be created by the TC holder.

EASA response:

1. *Comment agreed. The reference has been amended accordingly in the final AD.*
2. *Comment disagreed. For A300 aeroplanes, the AMM revision dated March 2022 already includes instructions for the functional test of the hydraulic reservoir pressurization for air leakage. For A300-600/A310 and A300-600ST aeroplanes, functional test instructions will be included in the AMM revision planned for June 2022. Meanwhile, AMM advance copies including those instructions are provided by Airbus on request.*

Commenter 2: UPS Airlines – Thomas Johnson – 01/03/2022

Comment # 2

UPS Aircraft Engineering has reviewed EASA PAD 22-009. Please see the comments on the attached PDF file. The comments are also listed below.

1. UPS believes that the AMM reference listed in Note 1 on page 2 of the PAD should be 29-14-00 PB501 (not 20-14-00 PB501).



2. UPS requests that the effective date of the AD be later than the incorporation date of the new AMM task. Airbus advised that the new task will not be incorporated into the AMM until June 1, 2022.

Thank you in advance for your consideration of the above comments. Please reach out to us if you have any questions or require any clarification.

EASA response:

1. Comment agreed. The reference has been amended accordingly in the final AD.

2. Comment disagreed. For A300 aeroplanes, the AMM revision dated March 2022 already includes instructions for the functional test of the hydraulic reservoir pressurization for air leakage. For A300-600/A310 and A300-600ST aeroplanes, functional test instructions will be included in the AMM revision planned for June 2022. Meanwhile, AMM advance copies including those instructions are provided by Airbus on request.

