

COMMENT RESPONSE DOCUMENT

EASA PAD No. 22-089

[Published on 13 July 2022 and officially closed for comments on 10 August 2022]

Commenter 1: Delta Air Lines – Stephen Hill – 11/08/2022

Comment # 1

Reference:

(A) EASA Proposed Airworthiness Directive: PAD No. 22-089, dated 13 Jul 2022

(B) Airbus Service Bulletin (SB) A330-49-3033, dated 22 Feb 2011

(C) Honeywell Service Bulletin (SB) GTCP331-49-8025 dated 11 Feb 2011

Commenter Request

Modify PAD applicability to include A330-941 or change applicability to the specific APU model similar to engine ADs.

Request justification

Per HW SB GTCP331-49-8025: “This service bulletin does not have an effect on interchangeability or intermixability at the airplane level”. This statement could allow a 331-350 APU with a Pre-SB tee duct to be installed on a A330-941.

List paragraphs that change; describe (nonobvious) changes

- Modify Applicability

EASA response:

Comment not agreed. Ref (C) provides instructions to replace Tee Duct P/N 388454-4 or -5, with a -6, but not viceversa. It also clarifies that the old P/N has to be considered as “superseded part”, no longer available. Consequently, ref. (C) cannot be used as approved data to install a Tee Duct P/N 388454-4 or -5 on a A330-941 aircraft.

No A330-941 have been delivered with the old P/N, nor instructions have been issued by Airbus to allow installation of an old P/N on that a/c model. No changes have been made to the Final AD in response to this comment.