

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-008

**[Published on 23 January 2023 and officially closed for comments on 20 February 2023]**

### **Commenter 1: Willis Asset Management Limited – Jose Almeida – 25/01/2023**

#### **Comment # 1**

EASA PAD 23-008 does not include applicability for the A330 NEO, although the APU is the same.

We can assume all original A330 NEO APUs will be compliant, however in case of APU failure an operator might choose to install an older APU that should be affected.

Currently there can be APUs installed on A330 NEO that are not compliant.

It can also be misleading as an operator might only have a fleet of A330 NEO and purchase an APU from a A330 / A340 and not be aware of the AD as the applicability does not extend to the A330 NEO.

#### **EASA response:**

**Comment agreed: The applicability of the final AD has been updated accordingly**

### **Commenter 2: Delta Air Lines – Alexandra Kidd – 20/02/2023**

#### **Comment # 2**

Reference:

(A) EASA Proposed Airworthiness Directive: PAD No. 23-008, dated 23 Jan 2023

(B) Honeywell Service Bulletin: 5053-181-49-7895, dated 21 July 2006

Modify Ref (A) PAD applicability to include A330-941 or change applicability to the specific APU model.



Delta currently operates Airbus A330-223, -243, -302, -323, and -941 model aircraft. All models listed have installed the same APU model. The current Ref (A) PAD does not include the A330-941 model even though the same issue could occur. Because an APU with an old scroll housing can be installed on the A330-941, the model -941 should be included in the applicability or the applicability should be changed to the APU model to ensure all aircraft are in a more reliable condition.

***EASA response:***

***Comment agreed: The applicability of the final AD has been updated accordingly***

