

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 24-038

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**Commenter 1: Jetstar Airways Pty Limited – Kevin Chen – 04/04/2024**

### Comment # 1

- A. Could EASA consider including credit for MSNs that have accomplished SB inspection prior to eventual AD effective date? Several JST MSNs will be performing SB inspection in the coming months.
- B. Per Para (3), corrective action per Para (2) does not constitute terminating action to Para (1) unless specified by Airbus. Airbus cannot provide termination statement in their RDAFs to EASA ADs and instead only their own SB. Could EASA consider amending the statement to take into account that Airbus is unable to explicitly state that EASA AD requirements are cancelled by their RDAF?
- C. Could EASA consider including a statement that any repairs per Airbus RDAF that any post repair inspections should follow the RDAF ICA program?

### **EASA response:**

#### **Comment noted.**

- A. *Such a credit is not needed, as those cases are covered by: “Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished.”*
- B. *Airbus can terminate repetitive actions with a statement in the RDAF cancelling/superseding the (inspection) SB.*
- C. *Those post repair inspections are covered in paragraph (2) Corrective Action: “[...]contact Airbus for approved repair instructions and accomplish those instructions accordingly”*  
*Please note that those post repair inspections only terminate the paragraph (1) inspection requirements if stated in the repair instructions provided by Airbus (see paragraph (3) of the AD).*

**No change was made to the final AD in response to that comment.**

