

EASA PAD N0 06-005/R1 COMMENT RESPONSE DOCUMENT
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PAD / DOC PARAGRAPH COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
General comment/query: *Note: <i>Comments extensive to PADs:</i> 2006-003 2006-004 2006-006 2006-007 2006-008	<p>We already talked about this AD wording being standardized among programs. I can understand that EASA prefers to have a standardized wording but I'm afraid the LR operators will be confused if the text is not customized.</p> <p>For instance, as the LR Fuel ALS doesn't contain any task with an interval greater than 10 years or 20000 FH, all the information about the associated grace period is useless. For the LR it is only necessary to clearly explain (1) when the task has to be applied first i.e. when the a/c reaches 6 years at the latest, and (2) the grace period is 6 years for a/c older than 6 years (my understanding TBC).</p> <p>These Ads were drafted on 06 January 2006 and posted onto the website I believe on 09 January 2006. The closing comment date is 23 January 2006.</p> <p>This comment period is not sufficient for proper review and feedback and I would propose that it be extended until a date after the EASA Fuel Tank Safety Workshop which is being held on 06/07 February 2006 which includes a discussion regarding CDCCL. This will give time for more considered analysis and feedback.</p> <p>Additionally, the Fuel Airworthiness Limitation items proposed by the manufacturers have not been formally approved or published yet and therefore we are unable to take this into account when commenting,</p>	<p>Olivier Fages DGAC France</p> <p>Steve Sells</p> <p>Airworthiness & Planning Manager Thomas Cook Airlines UK Limited</p>	<p>17/01/2006</p> <p>20/01/2006</p>	<p>Accepted. The PAD will be made more specific. Only in the specific case where task interval is greater then 10 years or 20000 flight hours, text will be added.</p> <p>Improved PAD will be published for consultation.</p> <p>Agreed. Consultation period has been lengthened and extended until 23 March 2006. Also the EASA policy statement has been revised with a new date, 01-07-2006, see EASA website.</p> <p>Improved PAD will be published for consultation.</p>

06-005R1	<p>Airbus would like to propose a new paragraph for the EASA Wide Body PAD on the Fuel Airworthiness Limitations:</p> <p>Paragraph 1, second bullet: "On aircraft that have exceeded 40000FH at the AD effective date, task ref 3: 28-18-00-03-1 "operational check of lolevel/underfull/calibration sensors" as given in document 95A.1930/05, shall be performed within 6 years or 20000FH from the effective date of this AD, whichever occurs first."</p> <p>Airbus would like to replace this paragraph with this new one, in order to take into account aircraft that are approaching the threshold of the maintenance task (40,000FH): "On aircraft that have exceeded 34000FH at the AD effective date, task ref 3: 28-18-00-03-1 "operational check of lo-level/underfull/calibration sensors" as given in document 95A.1930/05, shall be performed within 6 years or 20000FH from the effective date of this AD, whichever occurs first."</p>	Elise Cassen AIRBUS	16/06/2006	Accepted. AD will include Airbus proposal for compliance.
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