

**EASA PAD No. 06 - 205**  
**COMMENT RESPONSE DOCUMENT**

<b>PAD / DOC PARAGRAPH COMMENTED</b>	<b>COMMENT / PROPOSAL</b>	<b>AUTHOR OF THE COMMENT</b>	<b>DATE OF COMMENT</b>	<b>PCM RESPONSE</b>
Compliance	<p>According to EASA PAD No.: 06-205 the incorporation of Airbus SB A340-78-4032 Rev 01 will be mandated by EASA. At the compliance section of Airbus SB A340-78-4032 Rev 01 following note is shown:</p> <p>"Even if the ROHR SB RA34078-75 has been accomplished at original issue, the ROHR SB RA34078-75 Rev 01 or later approved revision must be accomplished."</p> <p>However, Austrian already has incorporated the complete Aircelle "Global Upgrade Program", including ROHR SB RA34078-75 at original issue, on its whole A340 fleet, prior to 11.600 flight cycles! Until now no information was given to Austrian that SB RA34078-75 at original issue is not sufficient to fulfil the new EASA requirements.</p> <p>According to the attached Airbus Message SEM42-2006-107845, Airbus states that if the ROHR SB RA34078-75 at original issue was embodied before T/R accumulate 11,600FC no more action is needed to be compliant with EASA requirements.</p> <p>EASA is kindly requested to review subject issue and to confirm Airbus Message SEM42-2006-107845.</p>	Austrian Technik	24/8/2006	EASA confirms that if ROHR SB RA34078-75 at original issue was embodied before the thrust reverser has accumulated 11,600FC no more action is needed. The AD has been revised accordingly to clarify this.