



COMMENT RESPONSE DOCUMENT
EASA PROPOSED AIRWORTHINESS DIRECTIVE (PAD) No. 09-054
 CLOSED FOR COMMENTS ON: 17 April 2009

PARAGRAPH OR SECTION COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Required action and Compliance Time	<p>Is it possible to clarify the "required action(s) and compliance time(s)" chapter in order to avoid misunderstanding between the AD and the AIRBUS SB A340-71-4007 ? proposed as follows :</p> <p><i>" Required as indicated :</i></p> <p><i>within 1.700 FC or 24 months from the effective date of this AD, whichever occurs first, apply the actions defined in paragraph 1. <u>OR</u> paragraph 2. of this AD :</i></p> <p><i>1. inspect the link assembly for oversize bearing repair in accordance with the instructions of AIRBUS service Bulletin (SB) A340-71-4007. Such inspection will not be required if it can be demonstrated by the operator that the thrust link has never received an oversized bearing repair.</i></p> <p><i>1.1. If</i></p> <p><i>1.2. If "</i></p> <p>Could the paragraph 2. be clarified in accordance with AIRBUS SB A340-71-4007 to avoid request discrepancies (repetitivity for example). Proposed as follows :</p> <p><i>" 2. Perform a repetitive detailed inspection of the forward engine mounts at interval not exceeding 1.700 FC or 24 months, whichever occurs first, until accomplishment of the inspection defined in</i></p>	<p>Philippe PLUMEY</p> <p>A330-A340 Engineering</p> <p>Air France-KLM</p>	16 April 2009	<p>Proposal rejected.</p> <p>The lack of a mandatory traceability for repairs performed in accordance with CMM renders difficult the demonstration of the non-performance of such a repair.</p>

	<i>paragraph 1. of this AD at the opportunity of the next engine removal for shop visit, not exceeding 4,500 FC from the effective date of this AD. Such inspection will not be required if it can be demonstrated by the operator that the thrust link has never received an oversized bearing repair. "</i>			