


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 10-044 [Published on 19 Mai 2010 and officially closed for comments on 16 June 2010]

Commenter 1 : SR Technics Switzerland – Philippe Rossier – 14 June 2010

Comment # 1

1/ Applicability: A330 Model type-201 is not included in the effectivity column of SB 55-3042 revision 00 Apr22/10.

2/ I do not see a consistency in terms of compliance between SA(recommended) and LR/WB(mandatory) inspection programs for the rudder shell skin disbonding. As the origin of defects where in particular found on SA A/C and today findings of sampling and AOT inspection campaign are not significant better than LR/WB results.

EASA response:

When SB A330-55-3042 was released, there was no A330-201 in service and thus, as per Airbus procedure, this model does not appear in the SB. The EASA AD lists all certified models and therefore includes A330-201 in its applicability section.

The Service Bulletins will be mandatory for all programs, SA, WB, and LR. Airbus will issue a revision of the SB to render it mandatory; an EASA Airworthiness Directive will follow.