

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 10-106 [Published on 05 October 2010 and officially closed for comments on 03 November 2010]

Commenter 1 : SIA Engineering Company – Chee Kheong Aw – 6 October 2010

Comment # 1

I note that EASA PAD 10-106, para (2)(2.3) contains an apparent error.
That paragraph reference A330 ALS Part 4.
A similar error was found on A330 ALS Part 1, Rev 05 recently.

EASA response:

We agree. The Final AD has been corrected accordingly (ALS Part 3 instead of ALS Part 4).

Commenter 2: Kingfisher Airlines – Sandeep Shivdas – 6 October 2010

Comment # 2

While going through the subject PAD we have come across few points which require clarification those are,

1. For CMR task 213100-00001-2-C, first accomplishment must be carried out before the accumulation of 48 000 total Flight Hours (FH) after the aeroplane first flight or the last accomplishment of Maintenance Review Board Report (MRBR) task 21.31.00/05 or 3 months after Airbus A330 ALS Part 4 approval date, whichever occurs latest.
2. For CMR tasks 242000-00005-1-C, 243000-00001-1-C and 243000-00002-1-C, first accomplishment must be carried out before the accumulation of 12 000 total FH after the aeroplane first flight or the last accomplishment of MRBR task 24.20.00/17, 24.30.00/04 or 24.30.00/05 respectively, or 3 months after Airbus A330 ALS Part 4 approval date, whichever occurs latest.

We believe that the highlighted portion must be ALS Part 3 instead of ALS Part 4.

EASA response:

We agree. The Final AD has been corrected accordingly.

Commenter 3: GSAC France – Arnaud Denaes – 6 October 2010**Comment # 3**

There is a typo in the PAD that was missed in the PAD published yesterday.
 There are two references to "ALS Part 4" in the RACT section while "ALS Part 3" is the one that shall obviously be quoted.
 Could you correct the PAD?

EASA response:

We agree. The Final AD has been corrected accordingly.

Commenter 4: SIA Engineering Company– Chee Kheong Aw – 6 October 2010**Comment # 4**

As a follow-up, para (2)(2.4) of EASA PAD No. 10-106 has a similar error.

EASA response:

We agree. The Final AD has been corrected accordingly (ALS Part 3 instead of ALS Part 4).

Commenter 5 : Aer Lingus Engineering – Ken Delaney – 6 October 2010**Comment # 5**

EIN believe the last sentence of item (2.3) of the subject PAD should make reference to A330 'ALS Part 3' approval date, and not 'ALS Part 4'.

EASA response:

We agree. The Final AD has been corrected accordingly.

Commenter 6: Monarch Airlines Ltd – Tim Sattler – 27 October 2010**Comment # 6**

Under compliance (2.3) we note that CMR task 213100-00001-2-C must be carried out before the accumulation of 48000 total Flight Hours after the aeroplane first flight. MON consider that the 'Functional check of positive and negative delta P protection of safety valves' is related to component hours and not total aeroplane Flight

Hours.

Please consider revising Para 2.3 to reference component hours not aeroplane Flight Hours.

EASA response:

Airbus has considered revising paragraph 2.3 but confirmed their position to keep it as it is for the moment. EASA concurs with the Airbus position.

No changes have been made to the Final AD in response to this comment.