


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 11-012 [Published on the 03 February and officially closed for comments on the 03 March 11]

Commenter 1: Lufthansa Technik AG – Binai Mathew – 24 February 2011

Comment # 1

“Please note the following responses / remarks that we have about the proposed AD 11-012, regarding Engine – Engine Air Intake Cowl Assembly – Piccolo Tube – Inspection:

1. The currently listed ATA is ATA 72. However, the Inlet Cowl belongs to ATA 71. Please correct the ATA to 71 to match the ATA structure and the Airbus SB A330-71-3025.
2. In the required actions section, Item number 2, it is stated that “Depending on findings and within the timeframe given in Airbus SB A330-71-3025, do the applicable corrective actions (further inspections and/or affected air intake cowl replacement **possibly** followed by repetitive inspections) in accordance with the instructions of Airbus SB A330-71-3025.” The suggestion that the repeat inspections are only a possibility is not correct. According to the SB, all inlet cowls will have to be inspected repeatedly regardless of the findings. True, the inspection interval will depend on the finding levels. I recommend changing this sentence to following, if you have no objection to it.

“Depending on findings and within the timeframe given in Airbus SB A330-71-3025, do the applicable corrective actions (further inspections and/or affected air intake cowl replacement) followed by repetitive inspections in accordance with the instructions of Airbus SB A330-71-3025.”

The above two are the items that I have found regarding this PAD. ”

EASA response:

1. **EASA agrees. The ATA reference is modified to ATA 71.**
2. **EASA agrees. The word “possibly” used in paragraph (2) has been deleted.**