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| <b>EASA</b>   | <b>COMMENT RESPONSE DOCUMENT</b>  |
|  | <b>EASA PAD No. 11-103</b><br><b>[Published on the 30 September 11 and officially closed for comments on the 28 October 11]</b> |

**Commenter 1: Lufthansa Technik AG – J. Manuel Perez Fernandez – 04.10.11**

**Comment # 1**

“The PAD 11-103, is declared as an ATA26 PAD but this should be in my opinion an ATA54 PAD due to the fact that the root cause is an structure problem and the final fix is also an Airbus ATA54 SB (SB A380-54-8020). I don’t see any relation to ATA26 in this document therefore it would be perfect that you change the ATA Chapter for this PAD to 54 this will also help the Airlines to address the final AD to the right Engineer.”

**EASA response:**

***The comment is agreed and the AD will be declared ATA 54.***