


EASA	COMMENT RESPONSE DOCUMENT
	<p align="center">EASA PAD No. 12-019 [Published on the 5 March 2012 and officially closed for comments on the 2 April 2012]</p>

Commenter 1: Avianca – Angélica I. Pulido Chadid – 12/03/2012

Comment # 1

Please take into account Airbus SB A330-29-3119 Revision 2 as Ref. Publications for the final issuance of this AD.
Aircraft effectivity for our fleet is incorrect in SB Revision 1.

EASA response:

Comment partially agreed.

The “Ref. Publications “paragraph of the AD quotes: “The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.” Therefore, we confirm that Airbus SB A330-29-3119 Revision 2 is valid for compliance with the requirements of this AD.

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

Commenter 2: Aeroflot - Maxim Monkin– 20/03/2012

Comment # 2

IAW EASA PAD No: 12-019 at each replacement of a check valve P/N CAR401, the replacement check valve P/N CAR401 must be torqued to 400 Nm during installation (item 7). Does this requirement applicable ONLY for A/C with 201384 modification performed?
Due to some AFL MSN's have NO this modification, we should perform standard torque value for A/C pre SB 29-3119(MOD 201384).Please clarify the situation asap.

EASA response:

Comment agreed and paragraph (7) has been updated in the Final AD text.