


EASA	COMMENT RESPONSE DOCUMENT
	<p align="center">EASA PAD No. 12-104 [Published on 7 August 2012 and officially closed for comments on 4 September 2012]</p>

Commenter 1: Virgin Atlantic Airways – Jim Guneratnam – 04/09/2012

Comment # 1

Message Ref: ST/53/3320/12/JG

ATA: 53

Datum A/C: MSN0804 / G-VBUG

FC (Dated 03-09-2012) : 3212

FH(Dated 03-09-2012): 28181

Projected FC (Dated 19-02-2013) : 3501

Projected FH(Dated 19-02-2013): 30713

Calendar Time since first flight as at 19-03-2013: 6 years 0 Months 11 days

References:

/A/ EASA PAD 12-104; Fuselage- Drain holes in FR73A & 75A at STGR 11- Inspection Repair

/B/ SB A340-53-5062 R00; Fuselage- Drain holes in FR73A & 75A at STGR 11- Inspection Repair

Message:

This message addresses a concern that the oldest aircraft addressed in the Reference /A/ PAD is in service with Virgin Atlantic Airways, UK and the calendar time critical compliance threshold of six years is likely to be reached 11 days before the scheduled 4C check input date. The PAD compliance date preceding the maintenance check input date has the potential to cause disruption to operational service. Adding a grace period to the calendar time compliance parameters will assist Virgin Atlantic Airways in avoiding the potential disruption.

The first flight of the Datum aircraft was accomplished on 09-02-2007. The calendar time critical compliance threshold for the Reference /A/ inspections is 08-02-2013. The scheduled maintenance input date of the Datum Aircraft for the 4C/6Year Check is 19-02-2013 and occurs 11 days after the Reference /A/ calendar time compliance end date. Further, the schedule input date of 19-02-2012 may slip if previous maintenance checks are delayed. FC and FH parameters projected to be

accumulated by the Datum aircraft on the scheduled maintenance input date of 19-02-2013 are well below the corresponding compliance times specified in the Reference /A/.

VIRGIN ATLANTIC AIRWAYS PROPOSAL

Add a grace period to the calendar time compliance parameter in Reference /B/ to accommodate scheduling difficulties.

EASA ACTION:

Please review Virgin Atlantic Airways proposal and provide a solution that will avoid disruption to operational service arising from the compliance of Reference /A/ in its current version

EASA response:

EASA agrees. Final AD has been modified.

Commenter 2: Lufthansa Technick AG – Martin Oehlke – 28 August 2012

Comment # 2

Dear EASA AD-Team,

in terms of the technical content I agree with the PAD. I only found a little formal error: In the Applicability section it's written that Airbus A340-542 and A340-642 aeroplanes are affected by the AD. Besides these two models Airbus' A340-541 are also affected by the AD – MSN 0917 is an Airbus A340-541 for example.

EASA response:

EASA agrees. Final AD has been modified.