


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 12-105 [Published on 10 August 2012 and officially closed for comments on 07 September 2012]

Commenter 1: Lufthansa Technik AG – Thomas Abraham – 17.08.2012

Comment # 1

During accomplishment of SB 92-4087 on MSN 026 it has been established that installation of separator knots at pylon 2 and pylon 3 is not possible in accordance with instructions of SB Figure A-FBBAA Sheet01 and Figure A-FBCAA Sheet01 (power feeder routing not allowing installation of separator knots).

Ref. to the attached file 92-4087(MSN026).pdf for details of the separator knot installation.

Also ref. to the attached jpg-files showing pylon2 and pylon 3 on MSN026 .

Separator knots with the red sealant (at the pictures of pylon 2) have been installed in acc. to SB 92-4087.

On MSN 026, LHT found many of other separator knots installed (knots without red sealant) between the power feeders .

Furthermore LHT has identified differing power feeder routing (in the area of 3854VT and 3855VT) on A340 fleet in consequence of unequal feeder wire length.

Additionally it has been established that power feeder chafing can occur between power feeders routed in parallel, the SB 92-4087 addresses feeders crossing.

Ref. to the attached file IDG-feeder(MSN321,MSN379).pdf showing chafing between feeders in parallel at pylon 2 and to show feeder length in comparison to picture pylon2-0.jpg on MSN026.

Note:

At pylon 1 and pylon 4 LHT has recognized no problems during the accomplishment of SB 92-4087.

Request

Airbus to modify SB instructions to ensure that necessary separator knots can be set on affected A340 in acc. with SB instruction.

LHT suggest to implement a note in the existing SB accomplishment instructions: “only applicable to feeders where crossing ” and not to perform stringent action.

LHT and our customers would like to have SB 92-4087 fitting on all A340 without requesting Airbus TA for SB deviation after issuance of EASA AD .

Additionally, LHT propose to investigate installation of separator knots between feeders in parallel, e.g. by checking minimum distance between parallel feeders and installing knots in acc. with ESPM 20-33-44 “Item 3. NSA 8420, paragraph C. Procedure (1) (b)” , ref. to picture Pylon 3-0.jpg.

EASA response:

EASA agrees. For the above reasons, Airbus had to revise the applicable Airbus Service Bulletin A340 92-4087, which led to the issuance of EASA PAD 12-105R1. No comments have been received during the consultation period for EASA PAD 12-105R1.