

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 13-041 [Published on 04 March 2013 and officially closed for comments on 01 April 2013]

Commenter 1: Fleet Technical Group Virgin Atlantic Airways Ltd – Jim Guneratnam – Thu 28/03/2013 17:49

Comment # 1

Reference /A/: EASA PAD 13-041; Nacelles / Pylons-Lower Centre and Aft Pylon Spigots- Inspection / Replacement
Reference /B/: ISB A340-4014 R00 Figure A-FFAAA and Table 2; Pylon- Inspection of Lower Centre and Aft Pylon Fairing Spigots, Flow Chart
Reference /C/: ISB A340-4014 R00 Table 2; Pylon- Inspection of Lower Centre and Aft Pylon Fairing Spigots, follow up action tabulation
Reference /D/: AOT A340-54A4013;

VIR notes in Reference /B/ Flow Chart and Reference /C/ Tabulation that the Pylon Fairings which were previously inspected in IAW Reference /D/ AOT are subjected to two staged Threshold Inspections. Although, the merits of the Airbus logic is well understood, two staged threshold inspection of adjacent Pylon Fairings at each of the 4 pylon positions can become burdensome to some operators and difficult to manage in service. To alleviate additional maintenance burden / visits associated with two staged threshold inspection, it is suggested that an option to perform the all required inspections on all pylons at the earlier threshold occasion be considered for inclusion in the AD

EASA response:

EASA disagrees.

EASA considers that this comment is more dedicated to operators planning. Consequently, no change to the final AD text is considered.

For information, Airbus has already answered to commenter with no objection to let the operators that have already done the previous inspection on some spigots to inspect all spigots at the opportunity of the earliest threshold.