


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<p align="center"><b>EASA PAD No. 13-131</b>  <b>[Published on 29 August 2013 and officially closed for comments on 26 September 2013]</b></p>

**Commenter 1: HI FLY – Rui Cavaco – 29/08/2013**

**Comment # 1**

Kindly consider revising the quote “Airbus SB A340-27-5059, Original issue dated 15 April 2013” to “Airbus SB A340-27-5059, Original issue dated 10 April 2013”

**EASA response:**

**Comment agreed. The Final AD has been amended accordingly.**

**Commenter 2: Swiss International Air Lines – Stefan Marc Hilber – 03/09/2013**

**Comment # 2**

Required Action(s) and Compliance Time(s), Paragraph (1):

“Initially, within the compliance time defined in the Table 1 of this AD, and, thereafter, at intervals not to exceed 48 months, accomplish an operational test of the hydraulic locking function on each SSC (any type), when fitted on Blue or Yellow hydraulic circuits, in accordance with the instructions of Airbus SB A330-27-3195, or SB A340-27-4188, or SB A340-27-5059, as applicable”

**QUESTIONS:**

Is there a reason why this AD is applicable for SSC's on Blue and Yellow hydraulic circuits only?

Could this be explained with the increased system redundancy in the Green hydraulic system (two EDP's, RAT, etc.)?

**REMARK:**

During the last month SWR was affected by two cases of an unlocked SSC in the Green hydraulic system. (AIB is informed about these cases but a detailed report is pending from SWR side)

In both cases the subject SSC deployed after the Green hydraulic system was switched off after the landing.

In both cases the replacement of the Spoiler Servo valve solved the trouble and no re-occurrence was reported so far.

Therefore SWR is suggesting to check all SSC's to prevent any hidden failure of the Servo controls itself.

**EASA response:**

**Comment is acknowledged.**

**As per SBs A330 21-3195, A340-27-4188 and A340 27-5059:**

**[QUOTE]**

**Due to hydraulic power generations re-configuration laws, it is more probable to lose the Blue or Yellow pressure in the event of an engine failure at take-off (one engine pump on Blue and Yellow circuits, two engine pumps on Green circuit).**

**Consequently, to preserve the low probability of a spoiler extension at take-off in case of engine failure, and in accordance with Airworthiness objectives the accomplishment of this Inspection Service Bulletin (ISB) requires performing the test of the Hydraulic Locking Function as per AMM Task 27-64-00-710-802 on Spoiler Servo Controls installed on Blue and Yellow Hydraulic Circuits.**

**[UNQUOTE]**

**It is confirmed that the hydraulic systems architecture demonstrates that a loss of Green Hydraulic pressure has a sufficiently low probability of occurrence in the context of failure at take-off described above.**

**Regarding the comment that the AOT 27-A3185 or A340 27-A4181 should be applied, that is to say ALL spoiler positions are clean off faulty MZ servo-controls in their compliance time respect, the authorities consider that blue and yellow hydraulic spoiler position periodic tests of hydraulic locking function are sufficient to meet the certified safety objectives.**

**Please note that the AMM tasks involving maintenance on SSC irrespective of the servo-control P/N concerned or hydraulic on which it is fitted on have been modified to introduce the Operational test of hydraulic function (AMM Task 27-64-00-710-802).**

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

**Commenter 3: Cathay Pacific – Christopher Tse – 04/09/2013**

**Comment # 3**

After review of PAD 13-131, CPA/HDA have the following comments/recommendations:

1. Relationship with EASA AD 2012-0009 – does this PAD supersedes or additional requirements to EASA AD 2012-0009? It would be more efficient to include the original requirements of EASA AD 2012-0009.
2. Test of the hydraulic locking function in accordance with Airbus SB ... this functional test should be an inherent requirement in the removal/installation procedure for the spoiler servo control. Otherwise, the (to be) mandated SBs would be incorporated into the AMM as a Temporary Revision until such time an terminating action is presented.

Please note that the AMM are ICA (Instructions for Continued Airworthiness) and should be considered on an equivalence to the (to be) mandated SB Accomplishment Instructions.

**EASA response:**

**Question 1: This AD does not supersede EASA AD 2012-0009. EASA and Airbus are not in favour of merging these two ADs.**

*EASA AD 2012-0009 is specific to MZ SSCs P/N MZ4339390-12 or a P/N MZ4306000-12 (MZ-Type). As per AOT A330-27A3185, for some operators, actions might be have to be taken, as the compliance time has not expired: "Within 24 months from AOT receipt, replace the faulty SSC(s) with a spare part as per ref.8 or ref.9 AMM. (AOT A330-27A3185 dated 04 January 2012)".*

*No changes have been made to the PAD in response to this comment.*

*Question 2: Comment agreed. The Final AD has been revised accordingly.*

**Commenter 4: SR Technics – Andreas Jenny – 12/09/2013**

**Comment # 4**

There is a question concerning paragraph (4) "required Action(s) and Compliance Time(s).

Can you please confirm that in case of SSC replacement the locking function does not have to perform immediately (prior next flight)?

The locking function has to be accomplished within 48 months. In case of a replacement is required prior next flight we kindly ask Airbus to revise the AMM 27-64-52-400-801 (Installation of the Spoiler Servo Control) and implement the Operational Test of the Hydraulic Locking Function on the Spoiler Servo Control ref. AMM 27-64-00-710-802.

**EASA response:**

*Comment is acknowledged.*

*The installation of SERVICEABLE Spoiler Servo Control on blue or yellow hydraulic systems is allowed and must be followed, before next flight, by an operational test of spoiler hydraulic locking function. This action is described in AMM Task 27-60-00-866-802 which contains AMM Task 27-64-00-710-802.*

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