

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 13-161 [Published on 30 October 2013 and officially closed for comments on 27 November 2013]

Commenter 1: Qantas Airways – Stuart Roach – 27/11/2013

Comment # 1

I have a concern with Requirement (5) of the PAD, which states “From the effective date of this AD, do not install on any aeroplane a WTB.....unless it has been modified in accordance with the instructions of Airbus SB A380-27-8025 or Goodrich SB 2761-27-630”

Qantas would like to point out that Airbus SB A380-27-8025 does not actually carry out a modification of the WTB – it simply inspects the WTB and removes it if it determined to be within the suspect S/N range. The modification to the WTB is carried out via Goodrich SB 2761-27-630. As such, Qantas requests that Requirement (5) of the PAD is revised to remove the reference to Airbus SB A380-27-8025, so that the Requirement simply refers to the Goodrich SB. Requirement (5) would then state “From the effective date of this AD, do not install on any aeroplane a WTB.....unless it has been modified in accordance with the instructions of Goodrich SB 2761-27-630”.

EASA response:

EASA agrees with the submitted change proposal. Final AD has been amended accordingly.