

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 14-010 [Published on 15 January 2014 and officially closed for comments on 12 February 2014]

Commenter 1: HI FLY – Rui Cavaco – 15/01/2014

Comment # 1

In 19 Apr 2013, AIRBUS issued the SERVICE BULLETIN INFORMATION TRANSMISSION (SBIT) 13-0013 notifying the operators that SB 36-3037 Revision 1 had several discrepancies that needed correction. The discrepancies may have been existing on SB 36-4033 Revision 1 as well.

The final AIRBUS recommendation is to wait for further revision of aforementioned SBs prior to aircraft modification.

Since both SBs are listed on §5 as alternatives to comply with §2, it may be of interest to take into account such recommendation.

EASA response:

Comment agreed.

Only Airbus SB 36-3037 Revision 2 and SB 36-4033 at Revision 2 are finally acceptable for compliance with the requirements of paragraph (2) of this AD.

Paragraph (5) of the (P)AD has been amended in response to this comment.

Commenter 2: Air France – Nicolas Protin – 21/01/2014

Comment # 2

Could you specify at the beginning of the paragraph here below that the mistakes of configuration 002 and 005 that were detailed in configuration 003 concern only the A340-200/-300 aeroplane to avoid any confusion with configuration 002, 003 and 005 of the A330 and A340-500/-600 aeroplanes.

"Since that AD was issued, it was reported that accomplishment instructions in the applicable Airbus Service Bulletins (SB) for aeroplanes in Configurations 002 and 005 were detailed in Configuration 003 and conversely, accomplishment instructions for aeroplane in Configuration 003 were detailed in Configurations 002 and 005. This can lead to incorrect installation of some insulation sleeves on the Auxiliary Power Unit (APU) Air Bleed

Ducts between Frame 83 and 84 for configurations 002, 003 and 005 as per Airbus SB A340-36-4035 at original issue. Prompted by this finding, Airbus revised the affected SB with additional work required for aeroplanes included in configurations 002, 003 and 005 that were modified using the original issue of the SB."

EASA response:

Comment agreed.

The Reason section of PAD 14-010R1 has been amended in response to this comment.