

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 14-042 [Published on 27 February 2014 and officially closed for comments on 27 March 2014]

Commenter 1: Lufthansa Technik AG – Andreas Halske – 03.03.2014

Comment # 1

There seems to be some confusion in Para.(6) of PAD 14-042.

(6) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A330-32-3248 at original issue or Airbus SB A340-32-4286 at original issue, are acceptable to comply with the initial inspection as required by paragraph (2) or (3) of this AD, as applicable, and related corrective action(s), as required by paragraph (5.1) of this AD.

To the best of our knowledge and in accordance with the “Ref. Publications”-list in the same PAD, A340-32-4286 does only exist in an original issue, so mentioning that accomplishments of the original issue are acceptable might be an error (cause there are no other).

Instead, A330-32-3220 does exist in several issues. This is mentioned nowhere in the AD in the required Actions section. Do we understand correctly that every revision of this SB fulfills AD requirements in the past and in the future?

EASA response:

Comments agreed.

For comment 1, EASA agree, there is no need to mention in Paragraph (6) [paragraph to give credit] a reference to Airbus SB A340-32-4286, as it is only available at original issue. Paragraph (6) of the Final AD has been amended in response to this comment.

For comment 2, your understanding is correct. As there is no reference to any revision in the Required Action(s) and Compliance Time(s) for Airbus SB A330-32-3220, you understand correctly that any Revision that is mentioned in the Ref. Publications section is acceptable for compliance with the requirement of the previous AD. For this new AD, and as it is mentioned in the Reason section, Airbus SB A330-32-3220 is no more mandatory. It has been used only for applicability purpose for action n°2 and n°3.