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| EASA | COMMENT RESPONSE DOCUMENT |
|  | EASA PAD No. 14-052 [Published on 19 March 2014 and officially closed for comments on 16 April 2014] |

Commenter 1: Abu Dhabi Aircraft Technologies – Mohamad Al Charif – 20/3/2014

Comment # 1

Further to AD 2013-0023 and PAD 14-052, please note that as per applicable Airbus SB's mentioned above, a clear note is stating that flat plates shall not be painted. Please note that historically, majority of airbus fleet delivered in the last years prior AD issuance, have these plate painted.

In reference to the AD, when applicable to a fleet, a new plate shall be installed and no paint shall be applied as listed in the Airbus SB this is also mandated per EASA AD to comply with the SB.

However no clarification is given regarding aircraft having a flat plate but painted from airbus at or after delivery where as per AD these aircraft are not considered affected as they do not have conical plate but flat plate painted..

Appreciate if you can advise whether we shall consider a flat plate painted:

1- Affected by the AD since this requirement shall be generalized across all fleets

or

2- Not affected by the AD as this requirement is not retroactive to previously painted plates (in this case i believe it would worth to highlight this info in the upcoming AD)

Also appreciate if we can get some technical clarification on why these plates shall not be painted and what is the consequences if it is painted.

EASA response:

Comment understood.

The intent of EASA AD 2013-0023 and this new AD related PAD 14-052 is to remove from in-service AOA conic plates and to replace them by flat plates. Airbus SB A330-34-3293, A340-34-4273, A340-34-5093 provide the instructions to remove the conic plates and install new flat plates.

EASA and Airbus confirm that having a flat plate painted (from airbus at or after delivery) is a configuration compliant to this new AD:

Referring to this new AD, § Required actions and compliance time:

(1) Is applicable to aeroplanes fitted with conic plates

(2) Is applicable to aeroplanes fitted with conic plates

(3) Gives precision for aeroplanes delivered by Airbus with MOD 201609 or MOD 201610 (conic plates) and MOD 203285 (conic plates replaced by

flat plates): not applicable to painted flat plates

- (4) Relates to actions (1) and (2)*
- (5) Requires that conic plates are not installed on aeroplane*
- (6) Refers to action (2).*

It is important to note that it is not allowed painting AOA cover plate to avoid risk of AOA probe contamination by paint or water during painting tasks (which can adversely affect AOA probe behaviour).

On Airbus A320 aeroplanes, A330 and A340 aeroplanes, new AOA probe flat blanking plates (P/N D3411013520200 on A320family and PN F3411007920200 or F3411007920300 on A330/A340) must not be painted (i.e. these plates cannot be customized). If an airline wants to re-paint new AOA probe flat blanking plates (because damage), it must use the same protection as the one provided in the part list, and it must apply this protection in shop only to avoid AOA vane contamination. See below picture as an example.



New AOA probe flat blanking plate cannot be customized

Old flat blanking plates (P/N D3411007620000 or D3411013520000 on A320family and PN F3411007920000 and F3411007920100 on A330/A340 and the ones fitted on A300/A310) can be customized, but shall be painted in shop only (i.e. it is not allowed to paint it on aeroplane). The applicable Structural Repair Manual (SRM) will be updated accordingly. See below picture as an example.



Old AOA probe flat blanking plate can be customized (in shop only)

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