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| EASA | COMMENT RESPONSE DOCUMENT |
|  | EASA PAD No. 14-059 [Published on 28 March 2014 and officially closed for comments on 25 April 2014] |

Commenter 1: Abu Dhabi Aircraft Technologies – Mohamad AlCharif – 30.03.2014

Comment # 1

Further to the published PAD no 14-059, please note that as per Airbus SB 25-3533 under para "REASON/DESCRIPTION/OPERATIONAL CONSEQUENCES" the following is quoted:

*"During flight tests carried out with **A340-600**, high stress level were measured on the bracket No. 6 (**PN F2511373420000 Post Mod No. 55128S18242**)"*

One of our total care customer operating A340-600 have three A340-600 equipped with PN F2511373420000 (ref AIPC 25-14-01) and as per airbus prod mod list, mod no 55128 is effective.

Reading the above quoted Airbus explanation one would expect that these aircraft should be directly affected, however the proposed AD and the Airbus SB related to A340 does exclude A340-500 and 600.

Appreciate if a clarification can be provided to explain why A340-500 and -600 are excluded.

EASA response:

Comment understood.

Concerning EASA PAD14-059 related to cockpit panel bracket, Airbus has performed the fatigue tests on A340-600 aeroplanes, and the results of these tests have shown that an inspection is mandated at a threshold of 17 200 Flight Cycles (FC) for all aeroplanes.

As for A340-500&-600 aeroplanes Design Service Goal is below 17 200 FC, the inspection of the bracket as mandated by this AD is not required for A340-500 &-600 aeroplanes.

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