


EASA	COMMENT RESPONSE DOCUMENT
	<p>EASA PAD No. 14-169</p> <p>[Published on 01 December 2014 and officially closed for comments on 29 December 2014]</p>

Commenter 1: Emirates – Adil Simou– 17/12/2014

Comment # 1

On 1st December 14, EASA had published PAD 14-169 for consultation until 29 December 2014. This proposed PAD requires the modification of the cone/rear fuselage by reinforcing the structure on FR101, FR108 and FR110 in accordance with Ref/B/ & Ref/C/ SBs (As applicable). Ref/A/ PAD is effective to A6EDF (MSN:007) & A6EDJ (MSN:009) both Pre-Mod 63221 and therefore should be modified as per Ref/C/ SB A380-53-8086.

However, review of Re/A/ PAD required actions / compliance is showing the following:

(Within 8 years since the aeroplane first flight, modify the cone/rear fuselage by reinforcing of the structure on FR101, FR108 and FR110 in accordance with the instructions of Airbus SB A380-53-8086 (for pre-mod 63221 aeroplanes) or SB A380-53-8085 (for post-mod 63221 aeroplanes), as applicable to the aeroplane configuration.)

And further to Emirates review, the PAD proposed compliance is not feasible since the first flight date for (MSN:007) is 19- Feb- 2006 & (MSN:009) is 25- Aug-2006. (Both exceeding 8 years)

UAE would like EASA to review the above and adjust the expected AD compliance to meet with A/Cs next heavy maintenance / C-Check input.

EASA feedback on or before 18 Dec 14 will be highly appreciated.

EASA response:

EASA agrees. The compliance time was reviewed with Airbus, and it has been agreed that the compliance time can be counted from the date of the issuance of the original certificate of airworthiness or date of issuance of the original export certificate of airworthiness, whichever occurs first. The Final AD was updated accordingly.