


EASA	COMMENT RESPONSE DOCUMENT
	<p style="text-align: center;">EASA PAD No. 12-039 [Published on 30 April 2012 and officially closed for comments on 28 May 2012]</p>

Commenter 1: Aer Lingus – Martin.O'Sullivan – 10/05/2012

Comment # 1

This is to advise EASA PAD repeat Interval for SB A320-53-1195 R03 is 2,250 Flight Cycles.

Airbus SB A320-53-1195 R03 repeat Interval is 2,000 Flight Cycles.

The EASA PAD repeat Interval for SB A320-53-1196 R02 is 3,000 Flight Cycles.

Both SB's are required to be accomplished simultaneously

EASA response:

EASA disagrees. The repetitive inspections of the MLG door hinge and actuator fittings on the keel beam as required by this AD are not required to be accomplished concurrently. EASA confirms that the inspection intervals required by paragraph (1) of this AD overrides the 2 000 FC interval specified in Airbus SB A320-53-1195 R03.

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

Commenter 2: Alitalia – Andrea Renzi – 11/05/2012

Comment # 2

Alitalia has 96 A320F aircraft affected by such PAD and related Airbus SB's SB 320-53-1195 and 320-53-1196.

Since Alitalia is now performing inspections as required by Airbus SB 320-53-1195 and 320-53-1196, but only during heavy maintenance, thus meaning that first inspection will take probably more than 1500 FC since 8 November 2011, I would like to know if any release date has been scheduled [or is] expected by EASA for subject [Final] AD.

This would help us to better fine tune the inspection schedule without any potential impact on operations.

Then, from the technical stand point of view, could you kindly clarify why there are two different inspections intervals (i.e. 2250FC i.a.w. Airbus SB A320-53-1195 Revision 03, and 3000FC i.a.w. Airbus SB A320-53-1196 Revision 02), thus inviting an Operator to perform both repetitive inspection at the lower interval.

EASA response:

Point understood. The justification data provided by Airbus demonstrate that two different intervals, one for the MLG door hinge and one for the MLG door actuator fittings can be selected. The repetitive inspections of the MLG door hinge and actuator fittings on the keel beam as required by this AD are not required to be accomplished concurrently.

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