

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 15-022 [Published on 04 March 2015 and officially closed for comments on 01 April 2015]

Commenter 1: United Airlines – Neil Sorensen – 16/03/2015

Comment # 1

SB A320-53-1060 R05 created Config. 2 for Post Mod 25716K4480 aircraft. The NDT inspection per SB A320-53-1060 R05 – Config. 2 is to be accomplished in accordance with NTM 53-30-02-250-801. Reference NTM Rev. 103, Figure 53-30-02-991-001-D/-002-D/-003-D/-004-D/-005-D, the inspection area includes the elliptical hole. However, SB A320-53-1060 R05 – Figure A-GBAAB, the Config. 2 inspection area excludes the elliptical hole.

Mod 25716K4480 adds a reinforced fitting which relieves the stress near this hole and is not required to be inspected for this SB configuration. Due to the discrepancy between the SB and NTM Rev. 103, the AD should not be published until the NTM is revised accordingly. Otherwise, operators will be confused with the intended inspection requirement.

EASA response:

Comment partially agreed. EASA has been informed that the NTM will be revised, expected May 2015, to be in line with the areas to be inspected, as defined in Airbus SB A320-53-1060R5. However, this does not justify delay of the issuance of the Final AD, pending availability of the revised NTM. Nevertheless, a note has been introduced into the Final AD to draw attention to the expected NTM revision.