

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 15-026 [Published on 19 March 2015 and officially closed for comments on 16 April 2015]

Commenter 1: Brussels Airlines – Youssef Aamara – 30/03/2015

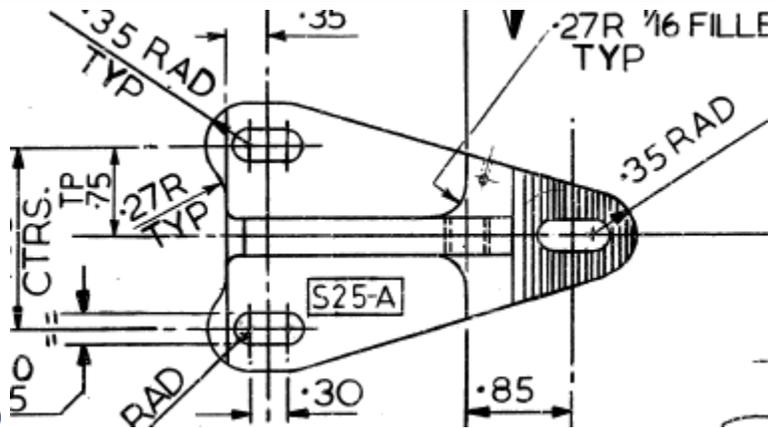
Comment # 1

1. The grace period of 12 months doesn't fit in the c-check, and therefore this inspection can have a direct impact to the daily operation. Is it possible to review this threshold in order to evaluate, if possible to extend until 24 months with an alternative visual inspection without the removal of the MLG door's?
2. Is there any existing inspection task on the maintenance program to cover this area?
3. If impossible to trace the installed brackets by using the technical records, is there any way to identify the installed brackets by a physical check (HC528B0052-000 / HC528B0052-002)?
4. Are the brackets available in case if they have to be replaced?

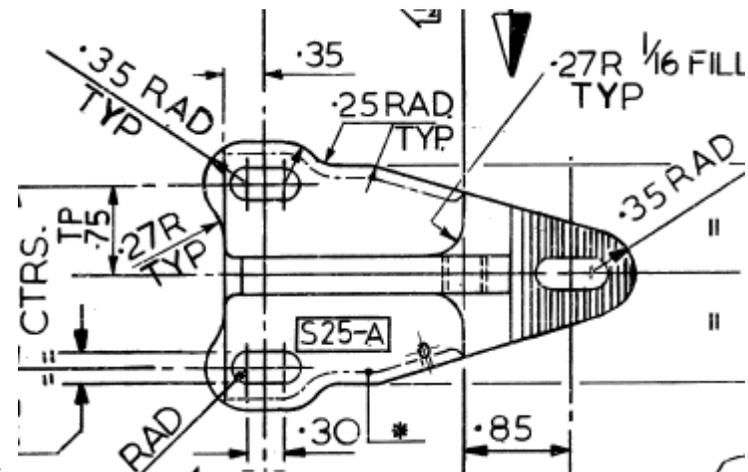
EASA response:

1. ISB 32-187 was issued by BAE with a 24 month compliance period for attachment brackets that have not previously been replaced. Because of the time taken to progress the PAD, it was agreed with BAE that there was scope to increase the compliance period by approximately 5 months with the target that the AD is to be published in May 2015 with a 12 month compliance period. BAE has received further reports of in-service findings resulting from the ISB, therefore EASA and BAE do not support any further extension of the compliance period.
2. There is no Zonal or Structures task that specifically requires inspection of the main landing gear hinged fairing, so there are no inspections that can be relied upon to inspect these hinges.
3. There is a slight difference between the geometry of the HC528B0052-000 and the HC528B0052-002 attachment brackets. As the illustrations below show, a radius was introduced on the -002 bracket, adjacent to the pair of slotted holes. However, the purpose of the question is not clear because the AD (and ISB) provides no alleviation for -002 brackets.

HC528B0052-000



HC528B0052-002



4. According to BAE Systems, brackets are available and being supplied to operators that are performing the ISB. However, BAE Systems is reviewing its stock of brackets in order to account for the increase in demand that could be prompted by the forthcoming publication of the AD.

Note: ***'No changes have been made to the Final AD in response to this comment'***.