



COMMENT RESPONSE DOCUMENT

EASA PAD No. 15-128R1

[Published on 15 April 2016 and officially closed for comments on 29 April 2016]

Commenter 1: Austrian Airlines – Erwin Fleberger – 19/04/2016

Comment # 1

Austrian is accomplishing continuing airworthiness management tasks for customer aircraft MSN 3046 and would like to provide following comment:
Subject aircraft is POST MOD 28238, 28162 and 28342 according to Airbus delivery documentation and therefore excluded from the PAD applicability.
But subject aircraft MSN is affected by SB 53-1286 Config 008. Is there a deliberate difference between PAD and SB effectivity?

EASA response:

Comment noted. It is an omission at AIRBUS SB A320-53-1286 level: Aeroplane used as Corporate Jet will be removed at next SB revision opportunity.
It has to be note that ISB purpose is to replace ALI task 53-11-10 that is not applicable to such aeroplane configuration.
No changes have been made to the Final AD in response to this comment.

Commenter 2: Lufthansa Technik AG – Vincent Bouchet – 29/04/2016

Comment # 2

Good day,
Only one comment this time:
Could you please specify the area for which acc. paragraph 4 no fasteners EN6114 have to be installed during previous repair? I suppose you mean the modification area as stipulate in SB A320-53-1295 but I would appreciate if you clarify this in the final AD.



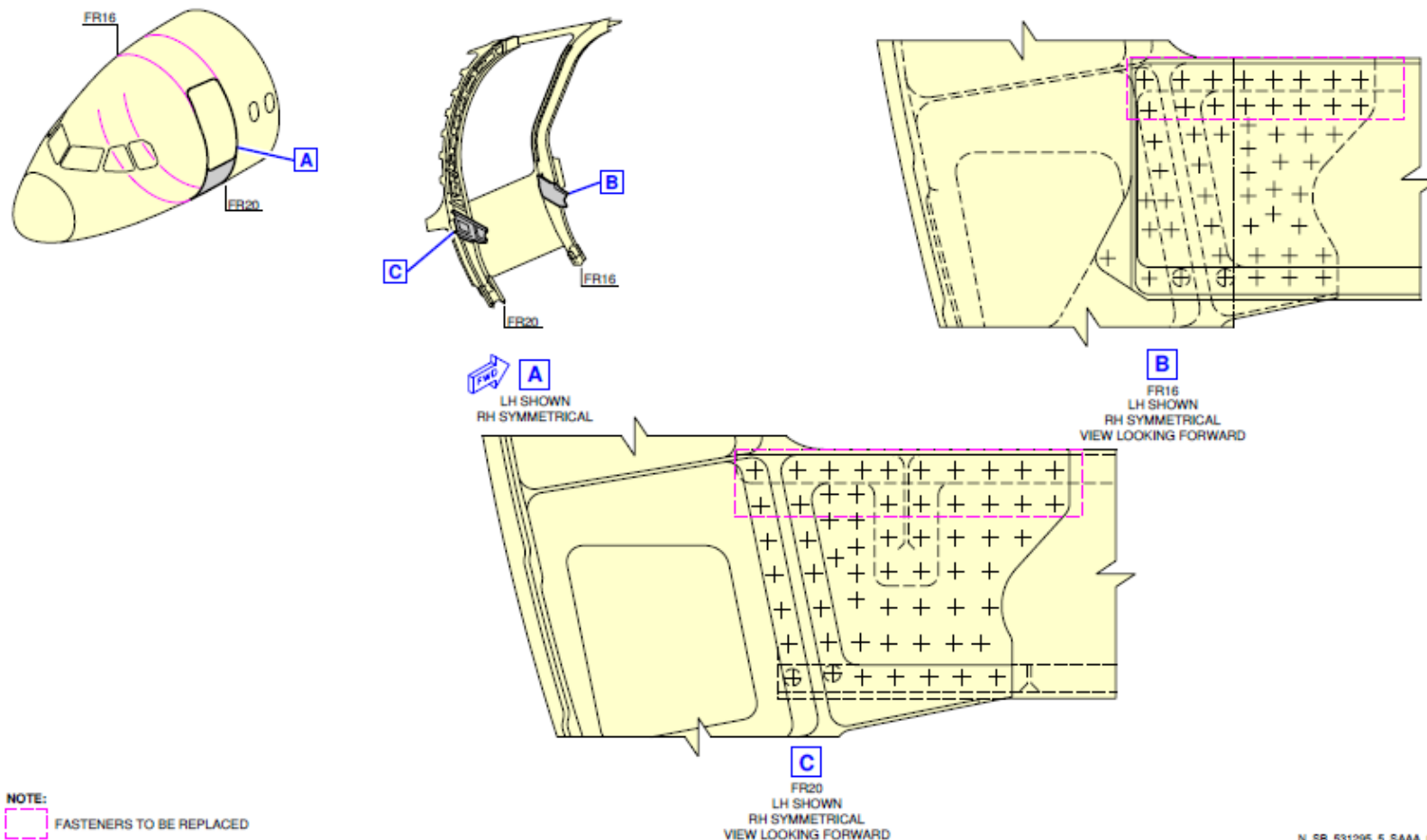


Figure A-FSAAA - Sheet 01

N_SB_531295_5_SAAA_01_00

5 DATE: Jun 29/15

SERVICE BULLETIN No.: A320-53-1295

EASA response:

Comments agreed: the installation of the wrong countersunk is limited to the SB area. The AD has been updated accordingly.



Commenter 3: Air France – Hervé Gendreau – 02/05/2016**Comment # 3a**

On the table 2 Threshold C AFR did not understand the target date 17 august 2016 which does not represent the original MPD threshold (the grace period requested in our first comments PAD 15-128). For example for the A/C in AFR fleet the original threshold is 01/04/2017 it becomes very restrictive!!

Could you review the target date or explain the target date!

Comment # 3b

Chapter 8 ask where the ALI task was performed and repaired before AD issue, to perform modification IAW of SB 53-1295 on the fasteners holes no damage or cracks detected!

SB 53-1286 flow chart in case of findings and following indicated steps the SB 53-1295 is no longer applicable and request to contact AIB for Repair Instructions.

Thank to clarify the chapter to avoid misunderstanding

EASA response:

3a: defined compliance time for threshold C is in line with the one provided at time of ALS part 2 revision 3 publication and associated AD 2015-0083. It has to be noted that the condition is at the latest of the A, B and C conditions. Then if threshold condition A is after Aug 2016, condition A applies. No changes have been made to the Final AD in response to this comment.

3b: comments noted. At Airbus SB level, it is the use to find a “contact Airbus for instructions” when the SB does not incorporate all repair instructions. The AD provides the flexibility to partially apply SB A320-53-1295. A correction of the AD has been anyway included to clarify paragraph (8).

