



## COMMENT RESPONSE DOCUMENT

EASA PAD No. 16-093

[Published on 23 June 2016 and officially closed for comments on 21 July 2016]

**Commenter 1: Cathay Pacific Airways – Hyphen Choi – 27/06/2016**

### **Comment # 1**

Regarding PAD 16-093, we have query / confusion on applicability paragraph. The PAD applicability paragraph is applying to ALL A320 MSN's. However, while reviewing the SB 52-1073, 52A1086 and 52-1096, the applicable a/c is up to MSN 574.

Our fleet is with MSN starting from MSN 633, it is not applicable per the SB's but it is applicable in the PAD, which is confusing.

Please have the upcoming AD released with addressing the confusion.

### **EASA response:**

***Comment not agreed: the SB applicability is defined by Airbus based on aircraft configuration at delivery; due to possible part replacement in service, other aeroplanes may be equipped with affected parts. Furthermore, some of the requirements of the AD are applicable to any aeroplane (e.g., paragraph 13)***

***When a requirement is applicable depending on aeroplane configuration, this is stated in the requirement itself (e.g., paragraph (1) of the AD).***

***NOTE: paragraph (4) has been updated to limit its applicability only to aeroplanes equipped with an identified batch of MLG door fittings, in accordance with the technical information provided by Airbus SB A320-52-1096 Revision 02***

