



COMMENT RESPONSE DOCUMENT

EASA PAD No. 18-115

[Published on 02 February 2018 and officially closed for comments on 02 March 2018]

Commenter 1: S 7 ENGINEERING – Sergei Stepanenko – 07/02/2018

Comment # 1

The typo is found in Appendix 1 of EASA PAD 18-015, MSN 6076 should be 2076.

EASA response:

Comment agreed: The final AD has been updated accordingly

Commenter 2: Lufthansa Technik – Dennis Geipel – 09/02/2018

Comment # 2

We have received EASA PAD 18-015 and would like to comment on Paragraph (3):

This Paragraph states that Inspections as per SB original issue, before AD effective date, “are acceptable to comply with the requirements of paragraph (1) and (2) of this AD for that aeroplane”.

However, no credit is given for Par. (4).

We would appreciate a statement concerning the reporting of former inspections, e.g. “Inspection, corrective action(s) and reporting(s) on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A320-57-1167 at original issue, are acceptable to comply with the requirements of paragraph (1), (2) and (4) of this AD for that aeroplane.”

EASA response:

Comment agreed: The final AD has been updated accordingly



Commenter 3: Cathay Pacific Airways – Hyphen Choi – 21/02/2018**Comment # 3**

We have two aircrafts B-HTE (MS 1024) and B-HTD (MSN 993) have accomplished the one-time inspection as per the old SB revision (SB A320-57-1167 Rev 00) in Jun 2013 for both aircrafts. We should be able to claim credit as per the PAD paragraph 3 (i.e. The 2 aircrafts do not need to perform the SB A320-57-1167 Rev 01 again, PAD paragraph 1 and 2 have been satisfied.).

We assume these 2 aircrafts do not need to comply the AD paragraph 4, the reporting requirement within 30 days after inspection of the new SB revision (SB A320-57-1167 Rev 01) as well. However, the paragraph 3 does not capture any credit of paragraph 4.

Please find the inspection reports (both a/c inspections nil finding) for the 2 aircrafts in the attached for complying the reporting requirement.

EASA response:

Comment agreed: See EASA answer to comment # 2

