



COMMENT RESPONSE DOCUMENT

EASA PAD No. 18-142

[Published on 22 October 2018 and officially closed for comments on 19 November 2018]

Commenter 1: UTC AEROSPACE SYSTEMS – Gregory Kuczek – 30/10/2018

Comment # 1

A few errors were noted in EASA PAD No.: 18-142. They are as follows:

Definitions:

From:

- The repair SB: Hamilton Sunstrand...

To:

- The repair SB: Hamilton Sundstrand...

Ref. Publications:

From:

- Hamilton Sundstrand SB ERPS08-A-29-6...

To:

- Hamilton Sundstrand SB ERPS08A-29-6...

EASA response:

Comment agreed: Final AD has been updated accordingly



Commenter 2: AMAC Aerospace Switzerland – Pavol Sikula – 07/11/2018
Comment # 2

Remarks to PAD 18-142:

Page 1 in para “Affected part:” mentioned Appendix 01, whereas page 4 Table header is Appendix 1 .

EASA response:

Comment agreed: Final AD has been updated accordingly

Commenter 3: HI FLY – Marta Rodrigues – 14/11/2018
Comment # 3

PN 764711C is a legible PN to be installed in any A321, so why the applicability is directly to A/C MSNs when the reason of this future AD is the actuator/component failure? How can guarantee that, in the meanwhile, any of this affected components were not re-installed in other A/C? Besides this it would be important to track these affected units in the future for installation/not-installation in any A/C.

Could you also explain/evidence the “future” actions for these parts? Should they be tracked in future? Additional information/paragraph should also be added for this clarification.

EASA response:

Comment partially agreed:

The problematic raised through the comment has been considered by EASA.

Rather than requiring a fleet wise inspection, a more pragmatic approach has been chosen due to the very limited number of units affected and the very low rotability rate of those parts. To monitor, at the expiration of the AD compliance time, the repair of the whole affected units, a reporting requirement has been introduced.

Should the reporting highlight some missing to-be-repaired parts, then an AD with an adapted applicability and requirement will be issued.

No changes have been made to the Final AD in response to this comment.

