

COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-111

[Published on 25 June 2019 and officially closed for comments on 09 July 2019]

Commenter 1: Cathay Pacific Airways – Hyphen Choi – 27/06/2019

Comment # 1

HDA is operating the a/c below within the fleet:

A320-232 with MSNs: 756, 784, 812, 930, 1253, 1721, 2229, 2238, 2428, 4023, 4247, 5024, 5030, 5362, 5429

A321-231 with MSNs: 633, 993, 1024, 1695, 1984, 2021, 3369, 3669

Although the MSNs above is not applicable for the PAD and AOT A57N012-19 Rev 01, the PAD does mention A320-232 and A321-231 are applicable.

EASA please confirm the a/c within HDA's fleet is not applicable for the PAD.

EASA response:

Comment noted.

Only the MSNs included in the applicability of the AD are affected. HDA MSNs listed above are not affected by the AD requirements.

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

Commenter 2: British Airways – Tom Eldridge – 01/07/2019

Comment # 2

BAW wishes to politely note that AOT A57N012-19 Rev 01 Para 4.2.2 requires that a detailed visual inspection (DET) is actioned on the internal side of the OWP. BAW additionally notes that the AOT makes no reference to a special detailed inspection (SDI).

BAW further notes that Para (1) of your Proposed AD will require an SDI.

BAW would therefore kindly ask EASA to confirm that their PAD 19-111 Para (1) was intended to require a DET in accordance with the AOT, and not an SDI?

EASA response:

Comment agreed. Special detailed inspection (SDI) was wrongly identified through the PAD 19-111 and will be corrected into detailed visual inspection (DET) in the Final AD.

Final AD has been updated accordingly.

