

COMMENT RESPONSE DOCUMENT

EASA PAD No. 22-046

[Published on 19 April 2022 and officially closed for comments on 17 May 2022]

Commenter 1: Delta Air Lines – Alexandra Kidd – 12/05/2022

Comment # 1

References:

(A) EASA Proposed Airworthiness Directive: PAD No. 22-046, dated 19 April 22

(B) Airbus Service Bulletin (SB) A320-53-1261 Rev 05, dated 15 Dec 21

Update Ref (A) paragraph (6) and (7) to allow modification of the aircraft per previous revisions of the SB after AD effective date for SB CONF 001-007, 009, 010 aircraft.

Ref (B) Revision Transmittal Sheet states “No additional work is required by this revision for aircraft modified by any previous issue) for SB aircraft falling under CONF 001-007, 009, and 010. Ref (A) para (6) & (7) currently require accomplishment of Ref (B) after the effective date of the AD. For CONF 001-007, 009, and 010 aircraft, this will require unnecessary revision of airline documents at Rev 03 or Rev 04 of SB A320-53-1261 to comply with the proposed rule.

Change para (6) and (7) to remove the statement “accomplished before the effective date of this AD”. This will allow compliance per Rev 03 or Rev 04 of SB A320-53-1261 after the effective date of the AD.

EASA response:

Comment agreed. In the Final AD, the definition of ‘modification SB’ has been amended to list all acceptable versions of SB A320-53-1261 per model and configuration. PAD Credit paragraphs (6) and (7) are thus obsolete and have been deleted from the Final AD.

