

**EASA PAD NO 06-010**  
**COMMENT RESPONSE DOCUMENT**

PAD / DOC PARAGRAPH COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Compliance:	<p>DLH is affected with several TR half on A346 fleet from SBC A3456-78-055 and is facing some concerns:</p> <p>1. We have 2 A/C affected with all L/H and R/H thrust reversers. In total we have to check 48 floating hinges per A/C. Due to unknown finding rate in worst case 48 floating hinges has to be removed to be in accordance with upcoming EAD. Current Aircelle information might lead to the position that we would have not enough kits available (due to spare provisioning) compared to possible amount required. PAD instructs to apply corrective actions <b>before next flight</b>. Having not enough spares available might lead to excessive A/C downtime !! Therefore an operator has to wait until enough spares are available, which can lead to delay in schedule for inspection. How should an operator deal with this situation?</p> <p>2. In case there is play on a blocker door and the root cause is the fixed hinge (in addition to the floating hinge), currently the PAD does not touch this case. What should an operator do in this situation? According VSIL F3700-78-030 the fixed hinge will be available <b>by Apr 2006</b>.</p>	Peter Brudler Lufthansa TechniK AG	27/01/2006	<p>Airbus and the nacelle supplier (Aircelle) have ensured EASA sufficient kit have been or will be released to prevent any disruption of aircraft operation.</p> <p>As indicated in the last paragraph of the reason section, EASA is waiting for the results of the first inspection before addressing the final fix for the fixed hinge issue (step 2 of the SB).</p>
Effective Date:	When will be the EAD released and what will be limit to perform the inspection?	Peter Brudler Lufthansa TechniK AG	27/01/2006	See published AD.