

EASA PAD No. 07 - 094
COMMENT RESPONSE DOCUMENT
[officially closed for comments on 4 July 2007]

PAD / DOC PARAGRAPH COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Compliance	<p>This letter is submitted by the Air Transport Association (ATA) on behalf of its member airlines.</p> <p>ATA is the principal trade organization of the U.S. scheduled airline industry and, combined, our members account for over ninety percent of the annual passenger and cargo traffic carried in the United States. In light of the streamlined implementation of Federal Aviation Administration (FAA) Airworthiness Directives based upon EASA AD content and in the interest of coordination, ATA monitors the EASA publication of proposed rules and provides notice to our member airlines. It is anticipated that the collective remarks we receive through this process will provide meaningful input and assist in shaping the global regulatory outcome.</p> <p>As such, we submit the following suggestions that relate to EASA Proposed Airworthiness Directive 07-094, dated June 13, 2007:</p> <ul style="list-style-type: none"> • A hinge pin stopper should be added to both ends of the hinge to completely contain the hinge pin. • The hinge pin stoppers should be installed using the existing hole in the lower angle fitting (P/N D92510153000), adjacent to the end hinge mounting hole, instead of drilling a new hole through the hinge assembly. 	<p>Craig Fabian</p> <p>Director of Technical Operations</p> <p>Air Transport Association (ATA)</p>	02/07/2007	<p>- Securing of the inboard side of the hinge was not considered necessary as hinge pin migration is limited by the adjacent 103VU panel and no harness is installed on this side/area of the hinge. Airbus also consider that the hinge pin migration inboard should not affect structural support and stability of the 103 VU rack.</p> <p>- This hole is used during manufacture of the 103VU rack, however, it is not available on all 103VU racks. The use of the hole in fitting D92510153000 was not deemed acceptable by Airbus.</p> <p>The drilling of 103VU box was considered during the investigation and the drilled hole location considered acceptable with regards to the wiring and relay positions. Airbus also ensured that appropriate precautions are mentioned in the Airbus SB A320-25-1535 related to the protection electrical wiring.</p>

				<p>The Airbus objective was also to minimize 103VU panel handling for hinge rework.</p> <p>Airbus has investigated all possible alternative means on hinge pin securing and found that the solution in SB A320-25-1535 is the most appropriate. As additional information, this hinge pin stopper principle is also used on Airbus A330/A340 family.</p>
Compliance	<p>Northwest Airlines (NWA) has reviewed the subject PAD memo which requested comments on the proposed subject rule regarding the modification of the horizontal hinge in the 103VU electrical box. After reviewing the proposed solution for the migrating hinge pin, as stated in Airbus SB A320-25-1535, NWA concurs with the need to modify the 103VU electrical box to prevent outboard migration of the hinge pin. However, because the modification only prevents outboard migration of the pins, we are concerned that a safety issue could arise should the pins migrate inboard. Therefore we recommend that a hinge pin stopper be added to both ends of the hinge to completely contain the hinge pin.</p> <p>Migration of the pin inboard would reduce structural support and stability of the relay rack and could cause damage to the hinge. In addition, NWA recommends that the hinge pin stoppers be installed using the existing hole in the lower angle fitting (P/N D92510153000), adjacent to the end hinge mounting hole, instead of drilling a new hole through the hinge assembly. This change would eliminate the need for any drilling during modification, and would more easily facilitate accomplishment within the line maintenance environment, providing greater scheduling flexibility.</p>	<p>Gregory L. Budinger</p> <p>Chief Engineer</p> <p>Northwest Airlines</p>	02/07/2007	Please refer to answer above.