

**EASA PAD No. 07 - 095**  
**COMMENT RESPONSE DOCUMENT**  
**[officially closed for comments on 27 June 2007]**

PAD / DOC PARAGRAPH COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Applicability	<p>We have a question with regards to this PAD.  The PAD is referring to all A320 family aircraft with cargo fire extinguishing system installed but excludes aircraft on which certain AIRBUS MPD tasks have been performed.</p> <p>THOMAS COOK is operating 1 aircraft on which a non AIRBUS cargo firex system is installed so on which the MPD tasks are not applicable. However the system is installed under STC (ST01077WI &amp; 011100-EAS-A-MAS-01) and as such specific tasks for continuous airworthiness have been added to the THOMAS COOK maintenance program and specific maintenance manual procedures are in place..</p> <p>Question:  Should we consider the Aircraft not to be in the scope of the PAD since no Airbus system is installed?  Or  Should we verify the inspection procedure imposed by this PAD iaw the AIRBUS MRB tasks 262300/03 or 262300/07 with the specific tasks for continuous airworthiness of the STC, so – in case of similarity – we can consider that 1 aircraft in the scope of this PAD but not affected.</p> <p>Many thanks in advance for clarifying.</p>	<p>Thomas Cook  Airlines Belgium</p> <p>Dieter Van  Hemelrijck</p> <p>Engineering  Manager</p>	15/06/2007	<p>The identified issue relates only to the Airbus design standard as installed in original production or by Airbus Service Bulletin.</p> <p>As you point out this is a potential common problem. At this time no issue has been identified with the STC installation hence it is not required by the EASA, however, you may consider such a verification task is appropriate.</p>
Reason / Compliance/ General	<p>Please find comments below ref PAD 07-095</p> <p>1. Section 'Reason' - in second sentence replace the word 'afterward'</p>	<p>Steve Sells</p> <p>Airworthiness &amp;</p>	18/06/2007	1. Done

	<p>with 'aft' - this will align with the Service Bulletin</p> <p>2. Section 'Compliance' - the SB refers in Figures 4 &amp; 5 to the accomplishment of the MPD task - the PAD refers to accomplishment of the MRBR task. This anomaly may lead to confusion and either the MPD, or both, references should be quoted.</p> <p>3. General comment - as this is either a problem that has occurred during Maintenance or Production, should this not be the subject of a Safety Information Bulletin, and not an EASA AD?</p> <p>Thank you for the opportunity to comment</p>	<p>Planning Manager</p> <p>Thomas Cook Airlines UK Ltd</p>		<p>2. The Service Bulletin 26A1068 has been amended to Revision 1 to address this and a number of other comments made.</p> <p>3. Either of these documents could be employed. However, given the potential airworthiness significance, and that the design standard allowed for this, the AD approach was considered most appropriate.</p>
Compliance	<p>I have a request to change the description of compliance column of proposed AD PAD 07-095.</p> <p>In compliance column, there is a following statement; Accomplishment of MRBR task 26.23.00/03 or 26.23.00/07 is an acceptable alternative means of compliance.</p> <p>In original SB A320-26A1068 Figure 4 sheet 1 and Figure 5 sheet 1 upper dialogue box, MPD task 262300-02-1 and 262300-06-1 are called respectively.</p> <p>Therefore, ANA believes MRBR task 26.23.00/03 corresponds to MPD task 262300-02-1 and MRBR task 26.23.00/07 corresponds to MPD task 262300-06-1.</p> <p>To bring the AD description in line with SB description, compliance column should read as follows; Accomplishment of MPD task 262300-02-1 or 262300-06-1 is an acceptable alternative means of compliance.</p> <p>I hope my request is adopted by EASA AD final rule.</p>	<p>Hideo Nakayama</p> <p>Assistant Manager Aircraft Systems Engineering</p> <p>All Nippon Airways</p>	19/06/2007	<p>The Service Bulletin 26A1068 has been amended to Revision 1 to address this and a number of other comments made.</p> <p>It should be noted however, that the MRBR is the necessary document to which we refer as the primary reference for the instructions for continued airworthiness.</p>