



COMMENT RESPONSE DOCUMENT
EASA PROPOSED AIRWORTHINESS DIRECTIVE (PAD) No. 07-150
CLOSED FOR COMMENTS ON: 17 September 2007

PARAGRAPH OR SECTION COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Applicability	<p>After reviewing SB-A320-25-1444 Rev. 02, we've noticed P/N AR4714-201 & -203 are not considered in Paragraph E (Material Information)</p> <p>"PARTS TO BE RE-IDENTIFIED BY THE OPERATOR".</p> <p>Therefore, I would like to ask you if we would be affected by future EASA if we've installed P/N AR4714-201 & AR4714-203?</p>	Fernando Rodriguez LTE INTERNATIONAL AIRWAYS	24/08/2007	It has been confirmed by Airbus that Part Numbers AR4714-201 and -203 are not affected by this problem. Hence, this AD (and associated modification action) is not applicable to these part numbers.
Applicability\ Reason\ Compliance	<p>We have a request to improve the following on PAD 07-150.</p> <p>1. Section 'Reason' in last paragraph please remove sentence "Modification 35219"</p> <p>The reason is that this [modification] is embodied in production, then the associated [modification related] to SB 25-1444 is Mod 35218. This could be misinterpreted by the operators.</p> <p>2. Section 'compliance': same remark, so please remove the sentence "Modification 35219"</p>	Carlos SANTOS-SANCHEZ EAS AIRBUS Central Entity	06/09/2007	The AD is amended to make reference to the correct in-service modification number – 35218.
Applicability\ Reason\ Compliance	<p>We submit the following suggestions that relate to EASA Proposed Airworthiness Directive 07-150, dated August 20, 2007:</p> <ul style="list-style-type: none"> • The referenced Airbus Service Bulletin (A320-25-1444) only addresses the symptom and not the main cause of the overheat condition. • The main cause of the overheat condition is the cockpit door alignment. • To correct the cause, Airbus Service Bulletin A320-25-1326 	Craig Fabian Air Transport Association For Northwest Airlines (NWA)	14/09/2007	A door misalignment can contribute to problems in locking/unlocking of the door and thus lead to an overheat condition if the solenoid remains energised. However, this is not the root cause of the problem that could result in the identified unsafe condition (failure to unlock/open the door in

	<p>should also be accomplished.</p> <p>Please see the attached letter for complete details:</p> <p>References: (A) ATA Airworthiness Directive Memorandum No. 07-AD-332 dated August 21, 2007.</p> <p>(B) EASA PAD No. 07-150, August 20, 2007.</p> <p>(C) Airbus Service Bulletin A320-25-1444.</p> <p>(D) Airbus Service Bulletin A320-25-1326.</p> <p>Dear Mr. Fabian:</p> <p>The ref. (A) ATA memorandum and ref. (B) EASA Proposed Airworthiness Directive have been reviewed. The following comments are offered in response to comments requested by ref. (A).</p> <p>Northwest Airlines (NWA) will accomplish ref. (C) by May 2008 on all A319/320 aircraft. However, we would like to indicate that ref. (C) only addresses the symptom and not the main cause of the overheat condition. The main cause of the overheat condition is the cockpit door alignment. If the cockpit door is misaligned a pre-load exists on the solenoid preventing the pin from full extension. This causes both push and hold coils to remain active resulting in the overheat condition. The modification proposed in ref. (C) will only transfer the damage caused to the internal thermal fuse of the solenoid to the PPTC which will fully degrade after approximately 80 operating hours during an overheat condition.</p> <p>Therefore, NWA accomplished ref. (D) which was developed to replace the upper hinge washer due to premature wear that causes the cockpit door to sag out of alignment. By accomplishing ref. (C) and ref. (D) NWA has not had the overheat condition reoccur on any aircraft. Consequently, Northwest recommends that ref. (D) also be accomplished in conjunction with reference (C).</p>			<p>case of rapid decompression).</p> <p>Hence, whilst SB 25-1326 is important in ensuring the correct function of the door locking/unlocking it is not directly applicable to failure modes identified with the decompression function.</p> <p>To fully investigate and resolve the response above has taken longer than first anticipated. Part of the review therefore reconsidered the timescale the actions the Final AD requires. Therefore, the compliance time is amended to "not later than 31 March 2009".</p>
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