

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 11-050 [Published on 11 May 2011 and officially closed for comments on 08 June 2011; republished as PAD 11-050R1 on 21 July 2011 and officially closed for comments on 04 August 2011]

Commenter 1: US Airways – Richard Castle – 01/06/2011

Comment # 1

Please find US Airways comments on subject PAD below:

References: (A) EASA Proposed Airworthiness Directive PAD No.: 11-050
 (B) EASA AD 2006-0203 dated 11 July 2006
 (C) FAL Document reference 95A.1931/05 issue 4
 (D) Airbus Service Bulletin A320-47-1001, -1002, -1003 and -1004
 (E) Maintenance Planning Document (MPD) TASK 470000-01-1, 470000-02-1, 470000-03-1, 470000-04-1 and 470000-05-1

US Airways generally supports the requirements of Reference (A), however we also offer the following comments;

- Paragraph 2.1 of Reference (A) lists the Reference (D) A319 and A320 SB's. US Airways requests addition of A321 SB's A320-47-1006 and A320-47-1007 to Reference (A) Paragraph 2.1.
- Paragraph 2.2 of Reference (A) details replacement and life limit requirements for Air Separator Module MPN 2060017-101. This ASM part Number has been superseded by ASM MPN 2060017-102. Thus, US Airways requests addition of MPN 2060017-102 reference to Reference (A) Paragraph 2.2.

EASA response:

Comments accepted; PAD 11-050 has been revised to take these comments into account.

Commenter 2: Virgin America – Greg Bresee – 08/06/2011

Comment # 2

REF /A/: Airbus FAL 95A.1931.05 Issue 4 Dated 26-AUG-2010 Section 2
 REF /B/: Airbus AMM 28-21-43-400

REF /C/: Airbus AMM 28-43-22-400

REF /D/: Airbus Reference 000210106282 (enclosed)

REF /E/ : EASA PAD 11-050

Description of Virgin America comments: REF /E/ mandates the operator revise their maintenance program to include the requirements of REF /A/ Airbus Fuel Airworthiness Limitations 95A.1931/05 Issue 4 Dated 26-Aug-2010. REF /A/ Section 2 requires the operator to revise AMM 28-21-43-400 and 28-43-22-400 with CDCCL warning statements. Per REF /D/ it was determined that REF /B/ and REF /C/ do not require CDCCL warning statements.

Virgin America would like to request EASA consider revising PAD 11-050 to delete the requirement to add CDCCL warning statements to AMM 28-21-43-400 and 28-43-22-400 since REF /D/ determined that they do not require CDCCL warning statements.

EASA response:

Airbus has confirmed that the tasks applicable to Virgin America under AMM 28-21-43-400 (Installation of the Fuel-Pump Check-Valve) and AMM 28-43-22-400 (Installation of the Magnetic-Level-Indicator Rod) are not CDCCL items, and is investigating if a change on the documentation is needed.

No changes have been made to the Final AD in response to this comment.