


EASA	COMMENT RESPONSE DOCUMENT
	<p align="center">EASA PAD No. 12-034 [Published on 30 April 2012 and officially closed for comments on 28 May 2012]</p>

Commenter 1: Korean Air – Seongwook Lee – 02/05/2012

Comment # 1

Ref/a/ PAD 12-034 Airborne Auxiliary Power – Suspension System Assembly – Replacement

Ref/b/ SB A380-49-8004 AIRBORNE AUXILIARY POWER - APU MOUNTS – REDESIGN SUSPENSION SYSTEM

Dear whom it may concerned,

Please allow me to introduce myself briefly. My name is Seongwook Lee and I am in charge of A380 propulsion systems such as engine and APU at engineering department of Korean Air (KAL).

Recently, I got a notification to inform release of the subject PAD and have some questions about time compliance stated in the PAD and the SB. Please answer the following questions. Thank you in advance.

1. Does the time compliance of the PAD have the same meaning as that of the SB?

■ PAD: Before the accumulation of 3800 FC by the APU suspension system assembly since its first installation on an aeroplane.

■ SB: For all aircraft given in the effectivity of this Service Bulletin, this modification should be embodied before 3800 FC.

2. Is 3800 airplane flight cycle (FC) equivalent to 3800 FC of the APU suspension system?

3. For the affected aircrafts, KAL is planning to do this replacement within 3800 airplane flight cycles since new. Can the plan meet the intention of the AD issued in the future well?

EASA response:

Comment agreed.

The final AD has been updated as follows : “Before the accumulation of 3800 aeroplane FC by the APU suspension system assembly since its first installation on an aeroplane”

Commenter 2: Lufthansa Technik AG – Peter Brudler – 15/05/2012

Comment # 2

Ensuring that the 3800FC limit is understood correctly, I am asking you to provide an information if this limit is given in A/C Fc or in APU Fc.

(Due to load to the APU suspension system during APU start (=APU cycles) or the load on T/O resp landing).

For clarification reason a statement might be helpful in table 1 of the announced EAD:

“Before the accumulation of 3 800 A/C or (APU) FC by the APU suspension system assembly since its first installation on an aeroplane”.

EASA response:

Comment agreed.

The final AD has been updated as follows : “Before the accumulation of 3800 **aeroplane FC by the APU suspension system assembly since its first installation on an aeroplane”**