


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<b>EASA PAD No. 12-042</b> <b>[Published on 14 May 2012 and officially closed for comments on 11 June 2012]</b>

**Commenter 1: United Arab Emirates Engineering Technical Services – Alan Woods – 07 June 2012**

**Comment # 1**

1. Page 1 of 4 – ATA incorrect. Showing ATA 55 instead of ATA 52.
2. Page 2 of 4: Required Action(s), Para 4, Note: states “The MWLGD rear hinge fittings upper assemblies P/N, on which the hinges are known to be installed.....”. For clarity, Emirates suggest the following: “The MWLGD rear hinge fittings upper assemblies P/N’s, on which the subject rear hinge fittings are known to be installed.....”.
3. Page 3 of 4: This is the main concern from the subject PAD. Emirates have replaced five MWLGD Rear Hinge Fittings, on four different aircraft, in accordance with TD-FX-L-DAOR-2182/2011. The subject TD did not include the installation of a placard to re-identify the MWLGD. SB A380-52-8039 does include the installation of the placard but not for aircraft with reinforced fittings previously installed in accordance with TD. Configuration B aircraft, as described on Page 3 of 4 of the PAD, fall into this category. The PAD states that if modified by TD, an inspection is due at 10,500FC from modification date. Emirates have been requesting AIB to amend SB 52-8039 to include additional work for aircraft previously modified in accordance with TD, to install the placard. At present, the TD content is not the same as SB52-8039 as no placard is required to be installed as per TD.

In summary:

- (a) Without the installation of new placard to correctly identify the modified MWLGD, do EASA consider that the modification in accordance with TD, the same as SB 52-8039?
- (b) Are EASA satisfied that operators do not have a clear direction (i.e. SB 52-8039 Revision) to install the subject placard particularly as the PAD states TD is considered the same as SB 52-8039 (example: Config 2 field)?
- (c) As shown in Appendix 3: If the subject door is modified in accordance with TD and not placarded, it could be considered a ‘pre mod’ door as per P/N, and therefore applicable to 60FC repeat inspections.

**EASA response:**

**EASA Agree.**

1. *AD related to ATA 52, final AD has been corrected.*
2. *Final AD has been updated accordingly.*
3. *Final AD has been updated to take into account Airbus SB A380-52-8039 revision 1 (dated 14 august 2012) which include the re-identification procedure of the MWLGD, for aircraft previously modified in accordance with TD.*

**Commenter 2: Air France – Jérémie Maragnin – 28 August 2012****Comment # 1**

1. Could you confirm ATA code because the AIRBUS SB is ATA 52 ?

***EASA response:***

***EASA agree. AD related to ATA 52, final AD has been corrected.***