


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<p style="text-align: center;"><b>EASA PAD No. 12-047</b>  <b>[Published on 21 May 2012 and officially closed for comments on 18 June 2012]</b></p>

**Commenter 1: BAE Systems (Operations) Limited – Iain Deed – 28 May 2012**

**Comment # 1**

p.2 Reason. 2nd last para. Suggest; "... in-flight loss of a top wing leading ..."

p.2 Required Action(s) and Compliance Time(s). para (2) Suggest; "... original issue) or AOM 08/010V, are acceptable ...)"

p.2 Required Action(s) and Compliance Time(s). para (3) Suggest; "... replace the damage grommets with ..."

p.2 Required Action(s) and Compliance Time(s). para (5) Suggest; "... instructions of paragraph 2C of the ISB at Revision 5."

p.2 Required Action(s) and Compliance Time(s). para (6). Additional to replacement of all grommets on all fairing panels on an aircraft, if all grommets are replaced on specific faring panels the repetitive insepctions of the AD will no longer be required on that panel.

**EASA response:**

*All proposals accepted except the second one which is not. The use of AOM 08/010V as an alternative inspection requirement document was not included in the original AD, 2008-0180, so it would be confusing to introduce it now four years later. The accepted proposals will be incorporated in the final AD.*