


EASA	COMMENT RESPONSE DOCUMENT
	<p>EASA PAD No. 12-051</p> <p>[Published on 23 May 2012 and officially closed for comments on 20 June 2012]</p>

Commenter 1: China Eastern Airlines – Haoran Ye – 04/06/2012

Comment # 1

CES understands EASA PAD 12-051 is published to require modification of the centre tank fuel pump control circuit by installing GFI. But CES has 2 questions for the proposed AD.

1. CES think the configuration do not change if the original GFI is replaced with the same PN by fault on the aircraft which has embodied mod in production. For the reason, CES wish the Required Action 2 can be revised?
2. Because MRBR task number 28.18.00/10 links to AIRBUS AMM task number 281800-710-801, should the required action 3 be accomplished if an operational test of centre tank fuel GFI failed refer to AMM on other occasions such as trouble-shooting, not performing the MRBR task with scheduled interval? CES wonder whether the action 3 of AD only provide further requirement for the MRBR task.

EASA response:

1. **EASA agree. The Final AD has been amended to exclude a/c on which Airbus modification 150736 has been embodied in production from the applicability.**
2. **The requirement of paragraph (3) of this AD is to be applied as soon as the GFI fails an operational test. The final AD has been amended to specify the AMM task number.**

Commenter 2: easyJet Airline Company – Shane Isaacson – 20/06/2012

Comment # 2

In response to your proposal to adopt a new airworthiness directive (AD) for all A318/A319/A320 series aircraft, Ref. PAD 12-051:

EasyJet has 196 a/c affected and due to our 'Equalized Check' maintenance programme the most convenient check that would allow enough down time to carry out this modification would be at the 'Intermediate Visit Check' which is every 6 years IAW our AMP.

Therefore, EZY would like EASA to consider a compliance time of 72 months from the effective date when issuing this AD.

EASA response:

EASA disagree. The risk assessment for this issue which has been done considering the complete Airbus fleet does not support a threshold / interval extension.

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