

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 12-059 [Published on 05 June 2012 and officially closed for comments on 03 July 2012]

Commenter 1: Easy Jet (EZY) – Pawandeep Kalyan – 22/6/2012

Comment # 1

With regards to the subject PAD, EZY would like to make the following comments:

The associated SB A320-53-1242 provides total manhours (26 hours) and elapsed time (26 hours), required to fully accomplish the SB. EZY notes that accomplishment of the SB is recommended "Before accumulation of 5,000FC since first flight for A319 and A319 PRE-MOD 39195 or within 4,300FC from SB issue date whichever occurs later".

In the event of missing fastener hole findings at nose forward fuselage FR 24 / STRG 39RH, EZY would like to emphasise and request for a deferral of remedial actions (i.e. removal of 5 surrounding fasteners, rototest inspection of 5 holes, drilling of missing hole, installation of missing fastener, oversize of 5 inspected holes and installation of new fasteners and close up).

Deferral of the above-mentioned actions would allow for the required ground-time to be allocated and special input to be planned for any affected aircraft to accomplish the remedial actions of the SB.

EZY hopes that the above comments are useful.

EASA response:

Comment understood.

The visual inspection as specified in paragraph (1) is required within the compliance time indicated in Table 1 of the AD. In case of fastener found missing, the corrective actions as specified in paragraphs (2) and (3) are required within the same compliance time, as indicated in Table 1 of the AD.

In conclusion, initial visual inspection and (depending on findings) corrective actions are not concurrent actions (i.e. no corrective action is required before next flight), provided the compliance time indicated in Table 1 of the AD is not exceeded.

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