


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<p style="text-align: center;"><b>EASA PAD No. 12-095</b>  <b>[Published on 30 July 2012 and officially closed for comments on 27 August 2012]</b></p>

**Commenter 1: Germanwings – Jochen Kreft – 31/07/2012**

**Comment # 1**

We have received and reviewed the PAD 12-095 and would like to comment the following:

The Applicability does not refer to the installed/affected APU. We propose to amend the Applicability by the affected APU P/N or Model (and S/Ns) similar to DGAC AD 2002-456(B)R1 to clearly point out that only A/C with APIC 3200 APUs are affected.

**EASA response:**

***EASA does not agree. The affected APU could be installed (i.e. is eligible for installation) on any of the aeroplanes specified in the Applicability, which is why the AD contains paragraph (4) which prohibits installation of an unmodified APU on any aeroplane.***

***If, as the commenter suggests, the AD Applicability was limited to aeroplanes that currently have the affected P/N APU installed, the prohibition would consequently not apply to those that do not have such an APU installed today.***

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