


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 13-030R1 [Published on 7 August 2013 and officially closed for comments on 4 September 2013]

Commenter 1: easyJet – Andrew Knight – 08/08/2013

Comment # 1

The compliance times for the PAD are agreeable, however, the PAD is mandating accomplishment of SB A320-53-1261 as a terminating action to remove the requirement of a repeat inspection under SB A320-53-1257 R01.

SB A320-53-1261 is only applicable to A320/4 operators/10 MSN's.

Is this SB going to be up-issued to reflect all MSN's as the PAD 13-030R1 suggests it should do? If the wording of the PAD remains as is and the SB is not updated to reflect the change, then this could lead to confusion.

EASA response:

Comment understood. As previously communicated through the CRD for the original PAD 13-030, Airbus SB A320-53-1261 Revision 01 will be issued (expected May 2014) to extend the 'effectivity' to be the same as that of SB A320-53-1257. No changes have been made to the Final AD in response to this comment.

Commenter 2: TAP Maintenance & Engineering – Ricardo Carvalho – 08/08/2013

Comment # 2

Concerning PAD 13-030 R1, I would like a clarification regarding the terminating action stated in paragraph (3).

This terminating action should be performed i.a.w. SB 53-1261 R00 before 48000 FC/96000 FH, however this SB has only instructions for aircraft up to MSN 0401. On the other hand, SB 53-1257 R00 provides instructions for aircraft up to MSN 5200.

Taking this fact into consideration, should the requirement of paragraph (3) be performed i.a.w. SB 53-1261 R00 although there are no specific instructions for the group of aircraft between MSN 0401-5200.

EASA response:

See answer to comment #1 above. No changes have been made to the Final AD in response to this comment.