


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<p style="text-align: center;"><b>EASA PAD No. 13-034</b>  <b>[Published on 13 February 2013 and officially closed for comments on 13 March 2013]</b></p>

**Commenter 1: All Nippon Airways – Hideyuki Kato – 14/02/2013**

**Comment # 1**

I review the PAD 13-034 for the inspection of A320 keel section.

The inspection should be done per AIRBUS SB A320-53-1259.

However, ANA reviews the SB and confirms that it is impossible to inspect per the SB as follows;

1. Access condition is not enough.
2. Inspection method is impossible under the access condition.
3. Typo the inspection area.
4. Original Ti-part number on the SB is different from AIRBUS Drawings.

ANA had already inform the issue to AIRBUS, and they are now coordinating for revision. AIRBUS replied for the information as follows;

"This subject became quite intensive in terms of engineering load and definition to determine which parts have to be uninstalled in order to properly access the Ti-Angles. Therefore this SB has been set until further notice in abeyance. However we expect getting this SB ready for the summer period 2013."

If this AD is issued by EASA, All operator are impossible to inspect per the SB and influence our flight operations.

Please contact AIRBUS for the issue and decide to pending the AD by issued SB A320-53-1259 next revision.

**EASA response:**

***EASA have received confirmation from Airbus that SB A320-53-1259 will be revised in July 2013. In cases an operator would like to apply the SB (original issue) before that next SB revision is available, Airbus will provide a procedure as advance information using the TA process. This affects only the access and does not impair the purpose of the SB.***

***EASA does not consider it necessary to delay issuance of the Final AD for this SB revision. No changes have been made to the Final AD in response to this comment.***