


EASA	COMMENT RESPONSE DOCUMENT
	<p style="text-align: center;">EASA PAD No. 13-082 [Published on 19 June 2013 and officially closed for comments on 17 July 2013]</p>

Commenter 1: US Airways – Richard Castle – 16/7/2013

Comment # 1

US Airways has one comment to offer with regards to subject PAD:

Paragraph 5 of PAD 13-082 adds a Functional check of LGCIU power supply relays to maintenance programs following compliance with SB A320-32-1346 Rev 05. Currently a functional check of the safety valve power interruption is done during the free fall test AMM task 32-33-00-720-001 section C. Can this test be considered equivalent to the Functional check of the LGCIU power supply relays or does the Functional check of the LGCIU power supply relays have to be added to our maintenance programs? If the current check is deemed equivalent can it be added to the final AD?

EASA response:

Comment not agreed.

Paragraph (5) of the AD requires that the approved aircraft maintenance programme is updated to include MRBR task 32.30.00 17 Functional check of LGCIU power supply relays. The purpose of this task (with an interval of 4000 FH) is a dormancy check for relays 60GA or 61GA stuck in energised condition, which could inadvertently discharge the aircraft batteries.

Functional check of the safety valve power interruption, done during AMM task 32-33-00-720-001 Section C, will not detect 60GA or 61GA relay stuck in energised condition, and so is not an equivalent action.

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