


EASA	COMMENT RESPONSE DOCUMENT
	<p align="center">EASA PAD No. 13-115 [Published on 5 August 2013 and officially closed for comments on 2 September 2013]</p>

Commenter 1: US Airways – Richard Castle – 30/08/2013

Comment # 1

US Airways is not affected by subject PAD since none of our aircraft appear in SB A320-35-1069 but the PAD applicability box covers all A320 Series aircraft. Consequently, as the PAD is currently written we will be obligated to check our fleet to ensure that none of the affected batch of oxygen pipes have migrated to our aircraft.

Since the Airbus SB limits the MSN effectivity, we assume that there is a good level of confidence that the affected batch is contained to these aircraft and none of the affected oxygen pipes have been sold as spares that can eventually find their way onto aircraft that are not in the SB effectivity list.

Assuming the previous statement is correct and to clarify this issue, US Airways would like to request a statement be added in the applicability box of the final AD that either:

- a) Lists only the affected MSNs rather than all A320 Series aircraft, or
- b) A statement notifying that only A/C listed in SB A320-35-1069 Rev00 are affected by this AD, or
- c) None of the affected oxygen pipes have been sold as spares and therefore only aircraft identified SB A320-35-1069 Rev00 need to be inspected.

Many thanks for the opportunity to comment on this proposed rule.

EASA response:

Comment understood.

Paragraph (1) of the AD made clear that the corrective actions are only required for aircraft “identified by manufacturer serial number in Airbus SB A320-35-1069”. The list of aircraft Models and MSN as published in Airbus SB A320-35-1069 is based on Airbus manufacturing and delivery data, i.e. where ‘affected’ parts are known to have been installed by Airbus, either during production, or prior to first customer delivery.

However, as the P/N D3511032000640 oxygen pipes are eligible for installation on all A320 family aircraft, an affected pipe removed from an aircraft (e.g. accomplished through SB action) may have found its way to another MSN aircraft.

For that reason, PAD 13-115 has been revised to require inspection of all A320 family Models, all MSN. A maintenance records check is acceptable in lieu of the inspection, provided those records are accurate and reliable.