


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 13-125R1 [Published on 25 September 2013 and officially closed for comments on 09 October 2013]

Commenter 1: Avianca (Brazil) – Diogo Bertoldi Youssef – 26/09/2013

Comment # 1

I do not agree with the current NOTE on PAD 13-125R1. If Airbus is preparing a document to re-install the ARINC 429 Interlink Connection on LGCIUs, that reference should be the approved method by AD Requirements.

If the AD does not state which is the approved method, the wording "*LGCIU interlink re-connection can be done after installation of MLG door actuators P/N 114122014 on both LH and RH sides*" could be interpreted that it permits any operator to restore the connection using any kind of procedure, including reversing the AOT A32N001-13 instruction, which is absolutely different from the document that is being prepared by Airbus.

As this SB is already being developed, the reference number should be included in the AD. Additionally, I hope EASA will help operators and encourage Airbus to issue this SB as soon as possible, at least before the Final AD is issued.

EASA response: Comment not agreed.

EASA confirm that Airbus is developing a SB to provide reconnection instructions for the LGCIU interlink. This SB will not be available at time of issuance of the Final AD. When the SB will be published, a revision of the AD is expected, which will mention this SB. Please note that there may be other acceptable (approved) methods to modify an aircraft, other than an Airbus SB.

No changes have been made in response to this comment. PAD 13-125R2 has been published for other reasons.

Commenter 2: Messier-Dowty Ltd – Maurice Jones – 30/09/2013

Comment # 2

I suggest that the failure cause and effect should be taken into account in the MSG3 analysis such that an effective strategy for continued airworthiness is achieved for such internal wear items that have not previously been analysed. Potentially there may be other actuators in critical systems where such a review is appropriate.

EASA response: Comment noted. As this comment is not related to the subject addressed by PAD 13-125R1, no changes have been made in response to this comment. PAD 13-125R2 has been published for other reasons.