


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 14-071 [Published on 16 April 2014 and officially closed for comments on 14 May 2014]

Commenter 1: Air Canada – Stephane Perron – 9/5/2014

Comment # 1

After reviewing the PAD 14-071 we are concerned with the requirements of paragraph 11 which does not allow installing elevator control having P/N 31075-1xx or P/N 31075-3xx. As per the PAD 14-071, the planned effective date will be 14 days after the AD issue date. During that 14-day period, all of the affected the airlines will have to send their spare units to a repair facility and have the units modified to be fitted with the new style rod eye ends. Are there sufficient servo actuators and the required material to modify all affected spares worldwide?

These spare elevator controls are already compliant to AD2013-0309 (previously AD2010-0046R1) which means that the rod eye ends can safely be operated for 5000FC. Therefore, we believe that this can cause spare elevator control shortages, which would result in aircraft being grounded.

EASA response:

Elevator servo controls with PN 31075-1xx and P/N 31075-3xx were only certified for Model A320-111 aeroplanes and, consequently, are not eligible for installation on other Single-Aisle (A320 family) models. Airbus documentation is in line with this restriction.

According to Airbus records, Air Canada never operated Model A320-111 aeroplanes and therefore should not have installed such parts on their fleet.

EASA considers that previous A320-111 operators, some of whom may still hold affected servo controls as spares, have had ample time to anticipate compliance with the AD, as PAD 14-071 was published on 16 April 2014.

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