

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 14-076 [Published on 28 April 2014 and officially closed for comments on 26 May 2014]

Commenter 1: Sabena Technics – Helmi Touel – 15 May 2014

Comment # 1

PAD 14-076 is linked to SB ISB A320-27-1164 R10.

According to page 42 of ISB A320-27-1164 R10, inspection TASK 271164-832-850 001 ADD WORK of THSA ball screw is linked to sub task 221164-832-210-001: visually inspect the upper attachment for correct installation.

But according to table 2, page 32, this inspection should be linked to inspection of lower THSA attachment.

Question: should ball screw inspection be linked to Lower or upper attachment inspection?

A clarification will be highly appreciated.

EASA response:

Airbus have confirmed that visual inspection of the THSA screw thread is linked to the inspection of the lower THSA attachments as described in Task 271164-832-848-001 (please refer to sub-task 271164-832-202-001). A typographical error, which called an incorrect TASK, was produced on page 42 of SB A320-27-1164 rev10. The correct information as mentioned in the Compliance table & flowchart should be:

“Do the inspection again at interval given in the PLANNING INFORMATION paragraph E.(2). Refer to TASK 271164-832-851-001 - Inspection of the upper THSA attachments”.

Airbus have indicated that this information will be corrected at the next SB revision opportunity.

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

Commenter 2: United Airlines Technical Operations Center – Chunying Shen – 25 May 2014

Comment # 2

This EASA PAD retains the requirement of EASA AD 2008-0150, which is superseded, and requires supplementary repetitive inspection of the THSA ball screw to detect dents. Airbus issued Service Bulletin (SB) A320-27-1164 Revision 10 to provide instructions for additional general visual inspections of the THSA ball screw

thread to detect dents. According to SB, if the dents are found, the corrective action is to contact Airbus before next flight.

As an U.S carrier (so as any other airlines are not based in Europe), it will sometimes take days to get response from Airbus. It will jeopardize our operation if we are directed to basically ground our airplane until we get response from Airbus.

Therefore, United Airlines suggests that there should be more detailed instructions in SB or AD to allow airlines to decide if the THSA can fly for certain hours until the response from Airbus is received or needs to be replaced once the dents are found. Please keep in mind though the detailed instructions should not cause premature THSA replacement.

EASA response:

Comment understood, but not agreed. In the present case, the AD requires corrective actions to be accomplished concurrent with the inspection when findings are made. Contacting Airbus in case of finding a dent on the screwjack is considered reasonable, because a finding rate close to NIL is expected. If recurrent findings are reported in the future, these will be documented and the instructions will be modified accordingly in (a further revision of) the Airbus SB. Any further revisions of the SB are acceptable for compliance with the AD.

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