


EASA	COMMENT RESPONSE DOCUMENT
	<p>EASA PAD No. 14-098</p> <p>[Published on 12 June 2014 and officially closed for comments on 10 July 2014]</p>

Commenter 1: EasyJet – Pawandeep Kalyan – 13/06/14

Comment # 1

EZY has reviewed EASA PAD 14-098 associated with SB A320-53-1289 and has the following comments:

The SB is effective to 219 a/c within the EZY fleet.

With 7 MHrs required for inspection in addition to the provision for spares (COMPC01) as detailed in the SB, this SB will be accomplished at a large cost to EZY.

SB A320-53-1289 states no industry support is provided for accomplishment of the inspection. Since the girt bar issues have been observed on the FAL, EZY suggests that this issue has initiated from production and thus, EASA should work in collaboration with Airbus to evaluate the option of industry support.

EASA response:

Comment understood. However, whether Airbus provides (financial) support or not, is a commercial matter between the operator(s) and Airbus.

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

Commenter 2: Samir Schwann – 13/06/14

Comment # 2

1) In Reason section:

Pra.1 line 5, 6: quote “If the gap is too large “unquote, for gap between the latch and the hook of the girt bar It is better to use “excessive” in lieu of “too large”.

Pra.3 quote “For the reason describe above, “unquote, It is better to use “described” in lieu of “describe”.

2) In RACT section: with the statement in RACT section operators of affected A/C’s shall accomplish a DET of the lower fitting of the AFT passenger doors, LH and RH side, and, before next flight after the DET, depending on findings, accomplish all applicable corrective actions in accordance with the instructions of Airbus Service Bulletin (SB) A320-53-1289, take a look at this statement! It says “accomplish a DET of the lower fitting of the AFT passenger doors” where is this address? Is this AD concerning lower fitting of AFT Passenger doors themselves, or the Girt Bar Shoe Fitting on AFT Passenger Doors?

And moreover accomplish a DET of addressed portion IAW which instruction because the statement only says depending on findings, accomplish all applicable

corrective actions in accordance with the instructions of Airbus Service Bulletin (SB) A320-53-1289.

3) With regard to EASA PAD 14-098, there is the case where certain corporate jet A320F aircrafts have one or both AFT passenger door permanently deactivated, with no escape slide installed, due to their particular cabin configuration approved via STC. These doors are not accessible to the passengers and are not to be considered for use in any circumstance.

Being this the case of one of our aircrafts, could you please clarify whether the intention of this PAD is to inspect the lower fittings of a permanently deactivated door too? Otherwise, would it be possible to get these permanently deactivated doors excluded from the mandate of this inspection?

EASA response:

1) Comments partially agreed. The Final AD has been amended accordingly.

2) Comment partially agreed. The RACT section of the Final AD has been amended to be consistent with the Reason section text, referring to the “girt bar” (instead of ‘lower’) fittings of the AFT doors to be inspected.

3) Comment agreed. Paragraph (2) has been added to the Final AD to take into account the specific configuration with “one or both AFT passenger door permanently deactivated”.

Commenter 3: S7 Engineering – Sergei Stepanenko – 20/06/14

Comment # 3

PAD 14-098 is linked to ISB A320-53-1289 original issue, dated 28 May 2014.

According to Subtask 531289-831-603-001 of SB A320-53-1289 R00, installation of the new Latch D5348027920200 (or alt. D5348027920400) is required for all aircrafts given in the effectivity of SB A320-53-1289 R00.

But according to SBI IPC 53-46-04-81B Revision date 01 May 2014 the another Latch part number D5311254020000 should be installed only on SBI A/C MSN 1071-5167 (FSN 001-107).

Airbus has confirmed, that IPC is going to be updated at their next opportunity (date is not known yet).

Question: Should the final AD issue be postponed until IPC updating or SB A320-53-1289 revision?

EASA response:

Comments not agreed. According to SB instructions, both latch P/N D5348027920200 or P/N D5348027920400 can be installed as alternative parts to the current one installed. There is no reason to wait for an IPC update to reflect the change.

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

Commenter 4: Comlux Malta – Raul Heras – 29/06/14

Comment # 4

With regard to EASA PAD 14-098, there is the case where certain corporate jet A320F aircrafts have one or both AFT passenger door permanently deactivated, with no escape slide installed, due to their particular cabin configuration approved via STC. These doors are not accessible to the passengers and are not to be considered for use in any circumstance.

Being this the case of one of our aircrafts, could you please clarify whether the intention of this PAD is to inspect the lower fittings of a permanently deactivated door too? Otherwise, would it be possible to get these permanently deactivated doors excluded from the mandate of this inspection?

EASA response:

Comment agreed. See answer to Comment #2 point 3) above.