

COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-113

[Published on 02 July 2019 and officially closed for comments on 30 July 2019]

Commenter 1: Cathay Pacific – Manch Hui – 04 July 2019

Comment # 1

The applicability of the PAD is for Airbus A300 aeroplanes and the reason for this PAD / AD is due to an event on A300-600, however we note that the Airbus SB A300-29-0128 is not applicable to A300-600 aircraft.

Additionally we note from Airbus World / AirNav engineering that there currently seems to be no SB's issued to carry out the scope of the inspection requested in this PAD on A300-600. Please can you confirm when the SB for A300-600 will be issued and also assist to ensure the eventual AD be updated with additional SB references.

EASA response:

For A300-600 and A310 aeroplanes, the subject is addressed through a separate AD, which was consulted as Proposed AD (PAD) 19-084R1 (previously 19-084). There is no SB published for A300-600 and A310 aeroplanes because for these types, a new CMR task was added to ALS Part 3 Revision 1 (through Variation 1.1 issued 21 February 2019).