

COMMENT RESPONSE DOCUMENT

EASA PAD No. 21-053

[Published on 07 April 2021 and officially closed for comments on 21 April 2021]

Commenter 1: Qatar Airways – Ossama Alzoughbi – 13/04/2021

Comment # 1

Since the related Air France Alert Service Bulletin (AFSB) are not accessible to all airlines and due the Air France restrictions to provide copies of these AFSBs to airline which are not affected by these AFSBs, we highly recommend to list all affected aircraft/MSNs by this AD in this AD in order to ease to identify the AD applicability.

1. AFSB-A330-16-006A44-001
2. AFSB-A330-17-006A44-001 Revision 1
3. AFSB-A340-17-002A44-001
4. AFSB-A340-17-005A44-001
5. AFSB-B777-17-007A44-001

[Added on 14/04/2021]

The applicability defined in this PAD is on the aeroplanes which are identified by manufacturer serial number (MSN) Air France Alert Service Bulletin (AFSBs) listed in this PAD.

I believe there is link between the aircraft modified in accordance with one of the listed STC/mod and Air France Alert Service Bulletin (AFSBs).

We believe that applicability has to be updated to be on aircraft modified in accordance with one of the listed STC/mod.

QTR concern is, to ease the identification of AD applicability as the tracking of STC and third party mods (other than Airbus/Boeing) embodiment is not always efficient.



EASA response: We agree. The applicability of the Final AD was amended and the affected manufacturer serial numbers listed explicitly. Additionally, the embodiment instructions of the affected modifications were added in Table 1.

Commenter 2: HI FLY – António Pedro – 16/04/2021

Comment # 2

Can you please clarify if an Airbus A330-202 or A340-313 not modified by the EASA STCs and/or Minor Mods listed as affected on PAD 21-053 (10064987, 10068537, 10070605, 10072189, CAS-A330-17-006) can be exposed to the unsafe condition detailed in this PAD?

Since our fleet was not subject to any of this STCs we don't have access to AFSBs AFSB-A330-17-006A44-001, AFSB-A330-17-006A44-001 Revision 1, AFSB-A340-17-002A44-001 nor AFSB-A340-17-005A44-001 contents, so we cannot be sure about the MSNs listed in this documentation as affected. On our perspective this future AD would be much clearer if the AD Applicability was expressed by MSNs affected or by A/C model if STCs embodied.

EASA response: We agree. See answer to comment #1.

