



COMMENT RESPONSE DOCUMENT

EASA PAD No. 17-180

[Published on 22 December 2017 and officially closed for comments on 19 January 2018]

Commenter 1: Cathay Pacific Airways – Jimmy Cheng – 17/01/2018

Comment # 1

CPA would like to request EASA to be more explicit on the applicability of PAD 17-180, because this PAD mandates both SB-A350-53-P029 and SB-A350-55-P003 using the Applicability paragraph:

“Airbus A350-941 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 106695 (or retrofit mod 110281) and mod 107824 (or retrofit mod 107877 and retrofit mod 108494) have been embodied in production.”

However, SB-A350-55-P003 is not applicable to some of the aircrafts that are illustrated in both the PAD Applicability statement or SB-A350-53-P029, meaning that there is a discrepancy for the intent of SB-A350-55-P003. Under the current PAD applicability statement, it means that ALL the aircrafts that fall into the PAD applicability will require accomplishment of SB-A350-55-P003, however, SB-A350-55-P003 is not applicable to some of these aircrafts. Please can EASA or Airbus clarify if this SB-A350-55-P003 is required for which aircrafts.

EASA response: Comment agreed

In order to clarify the Applicability of this AD, we introduced definitions of the Aeroplanes Groups on which each of the two SB's are applicable:

- **Group 1: Aeroplanes are those MSN listed in Airbus SB A350-53-P029.**
- **Group 2: Aeroplanes are those MSN listed in Airbus SB A350-55-P003.**

We have amended the Final AD accordingly

