



## COMMENT RESPONSE DOCUMENT

EASA PAD No. 18-172

[Published on 11 December 2018 and officially closed for comments on 08 January 2019]

### Commenter 1: Cathay Pacific Airways Limited – Christopher Tse – 13/12/2018

#### Comment # 1

Cathay Pacific Airways (CPA)/AirHongKong (AHK) has received confirmation from Elbe Flugzeugwerke GmbH (EFW) that their A330 Passenger to Freighter converted aircraft utilizes oxygen hose assemblies P/N 32209E0230C and P/N 32209H0136K000 as stated in the subject PAD.

Therefore, the applicability of the PAD should be extended to cover these aircraft.

EFW: <https://www.elbeflugzeugwerke.com/en/freighter-conversion/a330-p2f/>

Airbus: <https://www.airbus.com/aircraft/freighter/a330p2f.html>

#### EASA response:

**Comment acknowledged. EASA are in contact with Airbus and Elbe Flugzeugwerke GmbH to see if an (P)AD is necessary for aeroplanes modified by STC.**

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

### Commenter 2: Elbe Flugzeugwerke GmbH – Dörte Drechsler – 14/12/2018

#### Comment # 2

With reference to PAD 18-172, we may have the same issue for our converted Pax to Freighter Aircraft. Until now there are no event occurred within our aircrafts but we know from Airbus that there was already an occurrence for parts which are used also by our STCs.

#### EASA response:

**Comment acknowledged. See answer to comment 1.**



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

