

COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-217

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Commenter 1: Cathay Pacific – ChitLam Li, Jefferson – 27/12/2019

Comment # 1

After reviewing the PAD 19-217, the subject PAD is not applicable to CPA aircraft.

Per PAD 19-217 and SB25-3733 content, a possibility of chafing inside the wire harness was identified and could lead to current injection into the Lithium Battery of the Emergency Locator Transmitter (ELT) PN 01N65900 or PN 01N65902.

The fix is installing a diode to protect the lithium battery of the ELT against current injection.

Currently, ELT 01N65900 is not installed on our A330 fleet . However, the ELT 01N65900 is installed on our A320 and A350 fleet.

To CPA point of view, it appears to be a component issue. CPA would like to know if the A350 and A320 with ELT 01N65900 installed are affected as well.

EASA response:

Comment acknowledged. It is confirmed that the same unsafe condition is present on Airbus A320 and A350 aeroplanes. EASA (P)AD might be published to address that.

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

