

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 20-063

[Published on 17 April 2020 and officially closed for comments on 01 May 2020]

### Commenter 1: Cathay Pacific Airways – Man-Chun Hui – 20/04/2020

#### Comment # 1

After review of PAD 20-063. Specifically in paragraph 1 of the subject PAD, we note that there is no allowance for airlines that have accomplished the initial inspection before the issuance of the potential PAD.

For example B-LXA is flown over 1000FC since aeroplane first flight and if we were to perform the initial inspection per SB 27-P043 before the issuance of the AD, there will be a scenario where we would have to perform the inspection again to strictly meet the requirements of paragraph 1.

Please assist to add an additional paragraph to allow for such cases, as this maybe potentially the case for ourselves.

#### EASA response:

*Comment not agreed.*

*There is no need to add a credit paragraph, as this case is already covered by first sentence of the section “Required Action(s) and Compliance Time(s)”: “Required as indicated, unless accomplished previously:”*

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

### Commenter 2: British Airways – Esme Loweth – 29/04/2020

#### Comment # 2

BAW raised a query with Airbus regarding the required inspection interval after component replacement, as this is not directly specified in SB A350-27-P043 Rev 00. Airbus has confirmed the interval should be 500FC, and that the SB is currently in revision to clarify the inspection interval and procedure. As this information is missing from the current SB revision, BAW believes that the new SB revision would be required before the AD (when it is released) can be fully complied with.



***EASA response:***

***Comment not agreed.***

***Despite any repair or replacement actions done during the first detailed (DET) inspection as per the Table 1 of the published SB A350-27-P043, the operator must repeat the DET inspection as per Table 2 continuously without a given terminating action. EASA considers it is clear in the SB A350-27-P043 at original issue already.***

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

