

COMMENT RESPONSE DOCUMENT

EASA PAD No. 21-028

[Published on 23 February 2021 and officially closed for comments on 09 March 2021]

Commenter 1: Singapore Airlines Limited (SIA) – Douglas Ho – 24/02/2021

Comment # 1

With reference to the attached PAD 21-028, the PAD requires to comply with paragraph (1) and (2) of the AD which includes the amendment of aircraft AFM to incorporate Airbus A330 Aircraft Flight Manual (AFM) Certification Package (CP) 238 introducing Complementary Performance Data File (CPDF) CP330A03. SIA A330's AFM dated April 2020 indicates that the Complementary Performance Data File in use is CP330A03. However, there is no indication in SIA A330's AFM that refer to Certification Package (CP) 238 as mentioned in the PAD. Kindly assist to advise:

- A. How to determine whether the Certification Package (CP) 238 is incorporated into the AFM?
- B. Is SIA A330's AFM dated April 2020 comply with the PAD 21-028 requirement since the Complementary Performance Data File in use is CP330A03?

EASA response:

Comment acknowledged. EASA confirm that, since the Complementary Performance Data File in use is CP330A03, this is sufficient to confirm that CP 238 is incorporated, meaning that the aeroplane is compliant with the Final AD.

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

Commenter 2: Qatar Airways – Shadrack Baron – 10/03/2021

Comment # 2

We noted that the proposed EASA PAD is not applicable to A330-202 aeroplanes. However, AFM CP 238 is already incorporated in AFM for QAF A330-202 airplanes. Please advise whether the applicability of EASA PAD 21-028 should also include A330-202 aeroplanes. Please provide the reason for excluding A330-202 aeroplanes from the PAD.

EASA response:



Comment acknowledged. EASA confirm that, for A330 aeroplanes other than the ones identified in the Applicability of the Final AD, introduction of CP 238 is unrelated to any unsafe condition.

It has been determined that the unsafe condition can exist or develop only on A330-323, A330-342 and A330-343 aeroplanes, and CP 238 mitigates the risk for that.

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

