

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 22-087

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### Commenter 1: Qatar Airways – Naresh Solanki – 11/07/2022

#### Comment # 1

This is in regards to QTR query raised earlier in trailing. EASA PAD 22-087 superseding EASA AD 2020-0169R1 mentions the same information about MOD 114810. QTR believes that this upcoming AD amendment would be possible for MOD 114810 clarification.

*Ref 1: EASA AD 2020-0169R1 Eff date 26-Aug-2020*

*Ref 2: For Group 1 airplanes: applicable Modification SBs A350-36-P021 (LHS, equivalent Airbus MOD 115137) and A350-36-P022 (RHS, equivalent Airbus MOD 115148),*

*Ref 3: For Group 2 airplanes: applicable Inspection SB A350-36-P029 and Modification SBs A350-36-P023 (LHS) /A350-36-P024 (RHS), equivalent Airbus MOD 114810,*

*This is in regards to Ref 1, which mandates to replace the affected duct on Group 1 airplanes as per Ref 2. and to perform a physical inspection on-wing and replace the affected bleed gimbal (if found installed) on Group 2 airplanes.*

*Groups para of Ref 1 explains that airplanes having Airbus modification 114810 embodied in production does not have an affected part installed, and is therefore neither Group 1 nor Group 2, provided that the airplane remains in that configuration. As per Ref 2 & 3, Airbus modification 114810 is only applicable to Group 2 airplanes. Airbus modification number for Group 1 airplane differs (MOD 115137 & MOD 115148), refer to Ref 2.*

#### EASA response:

**Comment noted: EASA confirm that Mod 114810 is applicable to Group 2 only. Nevertheless, an aeroplane having that Mod, and on which no affected parts have been installed in service (“provided the aeroplane remains in that configuration”) has no affected parts installed, and it is not Group 1 nor Group 2. Reference to that Mod is only provided to ease the identification of Groups.**

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