

COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-011

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Commenter 1: Qatar Airways – SuanPhat Foo – 01/02/2023

Comment # 1

PAD refers to ISB A350-52-P048 for stipulated MSNs which is "... only applicable to aircraft on which MOD No. 104133L25565 is embodied"; which is the **only** parameter for applicability/CONF definition in ISB. However, QTR observed that certain aircraft (in QTR case, A350-900 A7-AMK MSN 0249 & A7-AML MSN 0257) were excluded from MSB effectivity despite being post- MOD No. 104133L25565.

This observation has previously been communicated to Airbus Technical & A350 Continued Airworthiness team. Based on Airbus's feedback, aforementioned MSNs are not included the applicability of SB 52-P048-00 because they have been checked and, in case of findings, corrected before delivery and that it is in-line with Airbus Internal documents.

Note: QTR understood that with current PAD write-up, the applicability is not inaccurate per se, but please note that there is no way for operators to verify/cross-examine the accuracy of the effectivity within the ISB or to justify the exclusion of certain MSNs (compliant to Part-21 approved documentation).

Therefore, QTR appreciates EASA team's feedback as follow:

1. Has Airbus contacted EASA team regarding the aforementioned issue and (if yes), what is the rationale that there is not explanation on the excluded aircraft?
2. Please consider having this details incorporated within EASA AD (or enforce Airbus to revise ISB) to clarify this matter and avoid ambiguity.

EASA response:

Comment # 1 : Comment partially agreed. Airbus has confirmed that although the identification of MSNs belonging to the configuration (CONF 001 and CONF 002) is correct in the SB A350-52-P048 original issue, the CONF 001 and CONF 002 definition in the SB is to be corrected to avoid any confusion. Airbus is expected to revise the SB A350-52-P048 to add the necessary clarification.

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

