

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-020

**[Published on 14 February 2023 and officially closed for comments on 14 March 2023]**

***Commenter 1: Cathay Pacific Airways Limited – Kathy CHIN – 15/03/2023***

### ***Comment # 1***

For PAD 23-020, in Para (4), it states that aircraft accomplished RDAF 81075036/007/2022 or RDAF 81079963/004/2022 is an acceptable method to comply Para (2) requirement (which is the additional work stated in SB).

Some CPA aircraft carried out RDAF 81073946/006/2022#A, or RDAF 81090479/018/2022#A, or RDAF 81090479/028/2022#A during accomplishment of SB A350-57-P036 previous revision. These RDAFs are also having the same repair instructions specified in RDAF 81079963/004/2022.

Hence, we would like to suggest EASA to add RDAF 81073946/006/2022#A, or RDAF 81090479/018/2022#A, or RDAF 81090479/028/2022#A in Para (4) as an acceptable method to comply Paragraph (2) requirement.

RDAF 81079963/004/2022, RDAF 81073946/006/2022#A, RDAF 81090479/018/2022#A, and RDAF 81090479/028/2022#A are attached for your reference.

### ***EASA response:***

***Comment agreed: The paragraph (4) of the final AD has been updated accordingly.***

