

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-040

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### Commenter 1: Qatar Airways – SuanPhat Foo – 01/05/2023

#### Comment # 1

##### Regarding the applicability:

1. As highlighted in Dossier 81192447 and unresolved, please note that there are discrepancies between delivery document & A350 MIPD for some certain MSN which may or may not affect the applicability.
2. Similarly, some post-MOD 107224 Inner Flap PNs are applicable to the affected aircraft but this condition were NOT considered (since inspection SB only reflects MSN).
3. Airbus suggested to provide link between CSC-number and MOD-configuration TFU 57.50.00035, to which QTR strongly disagreed as TFU is not a PART-21 Approved Documentation.

##### Regarding Paragraph (1) Repetitive Inspection:

4. The threshold is set on aircraft MSN level even though the actual inspected area is on a component (Inner Flap). In case there was any component movement/swapping, does this SDI threshold remains valid (or should it be captured on component)? If the latter is needed, QTR suggest to revisit the applicability of the inspection SB as already highlighted during the Webinar (and documented in TFU MoM Q&A).

Extracted from TFU MoM Q&A:

**Q4:** Airbus should define the PN & SN affected by this ISB (to ensure swapped parts being inspected). Otherwise, please confirm that INBD Flap PN & SN from Constituent Assembly can be used as reference.

**A4:** The flaps on the population of A/C for which ISB 57-P077 is effective cannot be installed on another A/C based on the interchangeability condition. Hence, there is no risk that an affected flap will be swapped and installed on another A/C.

**Regarding Paragraph (3) Terminating Action:**

5. According to Airbus, replacement of Inner Flap PN: WQ209CBAAAAA (LH) & WR209BWAAAAA (RH) will be required in case of finding. Aforementioned part supposed to be post-MOD 107224 which is not made of AL7037. Is there any reason why it cannot be considered as Terminating Action?

Extracted from RIL V57M22002681 R00:

**5.2 LIST OF MATERIAL**

Vendor	Item	PN	Description	Quantity
Airbus	Parts	WQ209CBAAAAA	Left side flap	1 per OPE
Airbus	Parts	WR209BWAAAAA	Right side flap	1 per OPE

Extracted from TFU MoM Q&A:

**Q7: Are the INBD Flap PN: WQ209CBAAAAA & WR209BWAAAAA given in RIL same as existing PNs (meaning pre-MOD 107224L00548 made of AL7037)?**

**A7:** Flap PN given in RIL corresponds to current production standard which is post-MOD 107224L00548 and for which the trunnion material has been modified.

Appreciates your time and feedback on the subject matter.

**EASA response:**

*Comment #1.1 – Comment noted. Airbus has informed EASA that this matter has already been addressed and the necessary corrections specific to certain MSNs will be introduced in the MIPD.*

*Comments #1.2, #1.3, #1.4, #1.5 Comments agreed. The AD has been revised taking into account these comments and requiring inspections on the affected MSNs only if installing an affected part (Inner Flap PNs WQ209AQAAAAA, WR209APAAAAA, WQ209BDAAAAA, WR209BCAAAAA, WQ209ATAAAAAA, WR209AWAAAAA, WQ209AYAAAAA, WR209AYAAAAA). Such PNs will be indicated in the AD. Airbus has also committed to revise SB A350-57-P077 indicating the PNs of the affected Inboard Flaps.*

*The inspection compliance time will be expressed referring to time since (affected parts) first installation on an aeroplane.*

