

COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-054

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Commenter 1: Cathay Pacific Airways Limited – Ronald Broñola – 16/05/2023

Comment # 1

CPA/AHK is reviewing PAD 23-054, which is proposing a new AD that will supersede EASA AD 2018-0266. We have noted that the proposed AD will include groups for inspection and another groups for modification.

For inspection groups, we observed that Group 1 will be effective for airplanes that have “not all the (10) frame forks of the affected LDCD have been individually repaired, and/or replaced and reinforced...”, and Group 2 includes airplanes that have “all the (10) frame forks of the affected LDCD have been individually repaired, and/or replaced and reinforced...”

Our records shows that our A300-600F airplanes have none of (10) frame forks of the affected LDCD have been individually repaired, and/or replaced and reinforced per AOT, Airbus repair drawing R523-70413 or SB A300-52-6086.

1. Please advise if airplanes that have “none of (10) frame forks of the affected LDCD” have been individually repaired, and/or replaced and reinforced per AOT, Airbus repair drawing R523-70413 or SB A300-52-6086, should be included in Group 1.
2. If no to item 1 (i.e., must not be included in Group 1), please advise if a separate Group is needed. Please update the effective AD paragraph numbers to include the new inspection Group.

EASA response:

We partially agree with your comment, and, although it is clear that also aeroplanes on which ‘none’ of the frame forks have been repaired or replaced are considered Group 1 [because also on these aeroplanes “not all the (10) frame forks have been individually repaired and/or replaced, on the effective date of the AD”], we have in the final AD (just for clarity) slightly amended the definition of Group 1 aeroplanes, to clearly mention also those aeroplanes on wich ‘none’ of the frame forks has been repaired and/or replaced (yet).