

COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-129

[Published on 23 November 2023 and officially closed for comments on 07 December 2023]

Commenter 1: Cathay Pacific Airways Limited – Anthony Cheung – 29/11/2023

Comment # 1

Aside from the unwanted auto flight system (AFS) altitude changes mentioned in the PAD, CPA are also experiencing unwanted speed mode changes events recently (from managed speed to selected speed), these unwanted changes were picked up by the flight crew during the flight and it was rectified by pushing the speed knob to attain the managed speed mode.

CPA believe these unwanted speed mode changes events could be correlated to the ALT outer knob issue as all these events occurred during an intended ALT change (which means the ALT knob was used at the time to select the desired ALT), these cases have been reported to Airbus and Thales which we believe it is currently under investigation.

CPA understands the subject PAD addresses/mitigates the unwanted auto flight system (AFS) altitude changes issue only, therefore, CPA would like to enquire if the unwanted speed mode changes would also be addressed/mitigated in the same upcoming AD?

EASA response:

Comment noted. Objective of this AD is to mitigate the risk associated to unwanted Auto Flight System (AFS) altitude changes only. Reports of any other abnormal behavior will be investigated and AD action will be considered when supported by investigation findings and the associated Risk Assessment, if deemed appropriate. No changes have been made in the Final AD in response to this comment.

