

COMMENT RESPONSE DOCUMENT

EASA PAD No. 24-075

[Published on 01 July 2024 and officially closed for comments on 29 July 2024]

Commenter 1: Air New Zealand – Matthew Rowe – 10/07/2024

Comment # 1

The statement:

“CPDF update: Complementary Performance Data File (CPDF) **CD32FM04** dated **24 June 2023**.”

And

“Complementary Performance Data File (CPDF) **CD32FM04** dated **14 June 2023**.”

The Airbus AFM uses **CP32FM04** as the approved CPDF document.

Can you please confirm if this is correct and if the dates are correct?

EASA response:

Comment agreed. The AD was updated accordingly.

Commenter 2: STARLUX Airlines – Fred Sung – 04/07/2024

Comment # 2

After contacting AIRBUS, they confirmed that our current CPDF version, CP32FM04, meets the requirements specified in this PAD. Additionally, AIRBUS explained that CPDF version numbers follow a rule where the prefix “CP” is used for the first two digits.

We would like to inquire whether EASA plans to revise the PAD in the future regarding the version numbering requirements for CPDF.

EASA response:



Comment agreed. The AD was updated accordingly.

Commenter 3: Scoot Pte. Ltd. – Chen Kok Wai – 02/07/2024

Comment # 3

Under the “Definition” and “Ref. Publications” is there a typo to the CPDF reference and date?
Reference should be CP32FM04 or CD32FM04? And date should be 24 June 2023 or 14 June 2023?

EASA response:

Comment agreed. The AD was updated accordingly.

Commenter 4: Jet2.com & Jet2holidays – Ryan Tidmarsh – 08/07/2024

Comment # 4

I think there may be some typos in this AD proposal.
The AFM shows CPDF CP32FM04 (not CD32FM04, as stated in the AD) containing the tyre width update. Also, the CPDF date differs between page 1 (24 June 2023) and page 2 (14 June 2023) of the AD.

EASA response:

Comment agreed. The AD was updated accordingly.

