

COMMENT RESPONSE DOCUMENT

EASA PAD No. 24-132

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Commenter 1: Cathay Pacific Airways Limited – Kathy Chin – 21/11/2024

Comment # 1

In Para (1), there is a Note stating that the inspection includes a Special Detailed Inspection of the spot faces and measurement of the spot face depth. However, according to SB A350-54-P011, there are several scenarios. One of the scenarios is asking operators to do a SDI of the condition of the two spot faces, and if the spot face is in bad condition, MRO needs to contact Airbus before next flight and follow Airbus instructions. In CPA point of view, measurement of the spot face may not be a necessary action under this situation and the next maintenance action is unknown. Hence, CPA suggests that to remove the Note from Para (1) to avoid confusion.

EASA response: Comment agreed. Note 1 has been deleted from the final AD.

