


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<p align="center"><b>EASA PAD No. 14-111</b>  <b>[Published on 04 July 2014 and republished on 15 July 2014 as PAD No. 14-111R1.</b>  <b>Revision 1 of this PAD has been officially closed for comments on 01 August 2014]</b></p>

**Commenter 1: Qatar Airways – Marcos Masclans – 08.07.2014**

**Comment # 1**

I contact you regarding PAD 14-111. After checking related Airbus SBs (A330-25-3534 and A340-25-5212) applicable to Qatar Airways fleet, the reason for this PAD seems to be a bit confusing.

On the referenced Service Bulletins, it is mentioned that the affected wiring is related to IFE.

On the other side, on the PAD it is mentioned only that the wire bundle has a voltage of 115V AC.

This small difference in the description can be very confusing in the next future, even requiring an AD revision.

Please consider that there are A/Cs included in the referenced SBs that have no IFE installed actually.

I know that in the PAD there is no reference to the IFE, but from our point of view EASA should coordinate with Airbus to have the same reason for the unsafe condition before approving the PAD.

In this sense, we request you to clarify the reason of the unsafe condition and to make or arrange the necessary changes in case you accept our comments.

**EASA response:**

**Comment agreed.**

**EASA confirm that this issue is not directly related with IFE, and that all aeroplanes, as identified in the AD Applicability, are potentially affected, even the ones not equipped with IFE (e.g. Freighter aeroplanes). Airbus might improve the SB wording at the occasion of an SB revision.**

**The Reason paragraph of the Final AD has been amended in response to this comment.**