

COMMENT RESPONSE DOCUMENT

CAA PAD No. 1983

Published on 8 September 2021 and officially closed for comments on 7 October 2021

Commenter 1: Atkins a member of SNC-Lavalin Group – Milt Warner – 9 September 2021

Comment # 1

The commentator suggested the Reason text, within the PAD, could be better formatted into sections titled; Reason, Background and Decision. Additionally the commentator suggested deleting the sentence recording the required actions are addressed in, BAE Systems (Operations) Ltd SB J41-28-013 revision 2.

CAA response:

CAA disagrees with the comments. The Reason text is considered as appropriate to describe the reasons for the AD being issued.

No changes have been made to the Final AD in response to this comment.

Commenter 1: Atkins a member of SNC-Lavalin Group – Milt Warner – 9 September 2021**Comment # 2**

The commentator felt that the 24 months timescale to complete the mandatory action was overly generous and suggested 12 months be appropriate.

CAA response:

CAA disagrees with the comment. The identified catastrophic failure, due to ignition of fuel or vapour could occur after a single system failure but only in combination with a combination of factors; a leak inside the dry bay, leaving the presence of fuel or fuel vapour in the bay (recognised as being single failure) in combination with: (1) a lightning strike, (2) which penetrates through the aircraft skin, (3) above the dry bay and (4) which directly strikes the Crossfeed valve. Due to the number of factors describe and the probability of all being present at the same time the CAA considers 24 months to be the appropriate compliance timescale.

No changes have been made to the Final AD in response to this comment.

CRD - Comments Dispositioned - Specialist

Original Signed

Dated11 October2021

CRD Approved - D&C Principal

Original Signed

Dated12 October 2021