



# European Union Aviation Safety Agency

## Comment Response Document (CRD) to Deviation CPTS-000367 Issue 01 on "Uncontrollable High Thrust Failure Conditions"

### 1. CRD table of comments, responses and resulting text

In responding to the comments, the following terminology is applied to attest EASA's position:

- (a) **Accepted** — it means that EASA agrees with the comment and any proposed change is incorporated into the text
- (b) **Partially accepted** — it means that EASA either partially agrees with the comment or agrees with it but the proposed change is partially incorporated into the text
- (c) **Noted** — EASA acknowledges the comment, but no change to the text is considered necessary
- (d) **Not accepted** — EASA does not agree with the comment or proposed change and the text will not be changed

### IV. CRD table of comments, responses and resulting text

#### (General Comments)

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comment	1	comment by: <i>DE-LBA</i>
	LBA has no comments.	
response	Noted EASA wish to thank LBA for their support to the consultation.	
comment	3	comment by: <i>FOCA Switzerland</i>
	The Federal Office of Civil Aviation (FOCA) in Switzerland would like to thank the EASA for having the opportunity to comment this document. After having analysed this document, FOCA has no remark.	
response	Noted EASA wish to thank FOCA for their support to the consultation.	

#### IDENTIFICATION OF ISSUE:

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comment	2	comment by: <i>DGAC FR (Mireille Chabroux)</i>
	It is written page 3 that:	

"that will minimize exposure to this failure condition, prior to incorporation of the required software modification, based on **Gulfstream safety assessment** that supports the failure condition is extremely improbable."

DGAC-FR suggests to replace "**Gulfstream safety assessment** " by " the applicant's safety assessment".

response

Accepted  
EASA will modify the Deviation as proposed.