



## COMMENT RESPONSE DOCUMENT

EASA PAD No. 16-055

[Published on 19 April 2016 and officially closed for comments on 17 May 2016]

**Commenter 1: Air France – Thierry Lacherez – 25/04/2016**

### Comment # 1

Today, our fleet is fitted with FMGC C13043AA05.

Consequently, AFR is compliant with this future AD.

AFR introduced FMGC C13043AA05 on their fleet thru SB 22-1360 which is not listed in PAD 16-055.

This PAD indicates that FMGC AA05 is only introduced thru SB's 22-1473 & 22-1501 (see table 2a). AFR fleet isn't in effectivity of these SB.

Therefore AFR do not comply with current PAD 16-055.

QUESTION

Could you please review and update PAD 16-055 to reflect SB 22-1360 in table 2a.

Then AFR will be compliant with PAD 16-055.

### EASA response:

**Comment partially agreed. Installing any serviceable FMGC in accordance with approved modification instruction is acceptable to accomplish the AD, consequently it is true that AFR is compliant with the AD. Anyway, it should be noted that Table 2a lists Airbus SB that provide instructions to replace an affected FMGC by installing a serviceable FMGC, and not all the SB that allow installing any serviceable FMGC.**

**SB A320-22-1360 provides instructions to replace the two FMGC standard S6C12 (PN C13043AA04) by two FMGC standard S6C13 (PN C13043AA05). Both the C13043AA04 and the C13043AA05 are "serviceable FMGC", as defined in the AD.**

**A note has been added in the AD and paragraph (3) has been modified for clarity in response to this comment.**

**Commenter 2: Etihad Airways – Borja Dosal Roiz – 02/05/2016**

### Comment # 2

Please find below Etihad comments to EASA PAD 16-055:



- A. Page 2 of this PAD mentions Airbus Service Information Letter (SIL) 22-039. But the latest rev 05 of this SIL (attached) states the following: "This SIL is cancelled and is superseded by WISE In Service Information (ISI) article reference: 22.80.00002". We would recommend EASA to use the latest reference ISI 22.80.00002 instead of old reference SIL 22-039. Or, at least, state both references.
- B. In appendix 2 Table 1, there seems to be a typo on FMGC PN C13042BAA03, C13042BAA04 and C13042BAA05. As the "A" appears to be duplicated.
- C. Attached SB A320-22-1379 (original release May 2014) introduced FMGC PN C13042BA04 as an evolution of FMGC PN C13042BA03. Unfortunately, Appendix 2 Table 2a does not seem to contain SB A320-22-1379 or FMGC PN C13042BA04.
- D. Attached SB A320-22-1463 (original release Jan 2014) introduced FMGC PN C13043BA05. The FMGC PN C13043BA05 is included in Appendix 2 Table 2a, but the SB A320-22-1463 is not listed as the acceptable SBs to comply with paragraph 2 of the PAD.
- E. Appendix 2 Table 2a reflects SB A320-22-1519 and FMGC PN C13207CA00. But FMGC PN C13207CA00 is not listed in Appendix 2 Table 1 as eligible FMGC certified.

**EASA response:**

- A. Comment agreed. At the time referenced by the AD reason, the SIL was the document used by Airbus to disseminate the information. The AD has been updated accordingly with the correct ISI reference.**
- B. Comment agreed. The AD has been updated accordingly**
- C. Comment partially agreed. See EASA answer to Comment 1.**
- D. Comment partially agreed. See EASA answer to Comment 1.**
- E. Comment agreed. AD updated accordingly.**

