



## COMMENT RESPONSE DOCUMENT

EASA PAD No. 18-153R1

[Published on 21 December 2018 and officially closed for comments on 04 January 2019]

**Commenter 1: Iran Air – Mostafa Beyrami – 27/12/2018**

### Comment # 1

As requested by Para.1: Use of Navigation Database in “Required Action(s) and Compliance Time(s)”, within 30 days after the effective date of this AD, Navigation Data base shall be updated. Would you please explain that:

- A. In which AIRAC Cycle the issue related to RNP-AR procedures within SBAS areas and LPV procedures have been updated? As for the time being AIRAC Cycle 1813 is used , Nav. Data Base providers will update the DB for AIRAC Cycle 1901 or 1902?
- B. In revision original of subject PAD, “Appendix 1 – LPV Procedures to be removed” remarks that LPV procedures must be removed from LIDO AIRAC 1806 & JEPPESEN AIRAC 1811. The issue is related only to JEPPESEN & LIDO provided NAV DB or other NAV DB providers for ATR such as THALES are included, also?

### EASA response:

- A. The updated (removed) procedures are identified in the Thales SIL, as specified in the PAD.**
- B. The issue is related to the GPS receiver, and is mitigated by updating the NAV DB as provided by Thales, which is the only database intended to be used by the Navigation System in which the GPS receiver to which the AD applies is installed. The update consists of removing the procedures being in a geographical area presenting conditions in which the Thales GPS receiver might generate an erroneous position. Appendix 1 of the original PAD is no longer necessary, as the Thales SIL now provides that (in fact, more complete) information.**

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

