

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-163R1

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### Commenter 1: British Airways Engineering – Matt Dennis – 26/09/2019

#### Comment # 1

Can EASA please confirm British Airways' interpretation of Paragraph 7 and 8 is correct:

Before next flight after the modification, the operator must update their MEL to reflect, either:

- Removal of MMEL items as listed in Table 2 of the PAD
- Incorporation of the updated MMEL (provided by OEM)

#### EASA response:

*Comment agreed. Since it is known that operator MEL update includes an application for approval by the authority of the State of Registry, and receipt of such approval may not coincide with the 'before next flight after modification' as specified by § (7), § (8) provides a method to comply with (the intent of) § (7), avoiding unnecessary AOG. Removing the listed items from the operator MEL – pending formal approval of the MEL update – would be a quick way to be compliant with the § (7) requirement.*

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

