

COMMENT RESPONSE DOCUMENT

EASA PAD No. 20-128

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Commenter 1: Gulf Air – Mohamad Al Charif – 01/09/2020

Comment # 1

Further to proposed AD, please note that previously GFA has communicated to you the concern that SB A320-25-1BK9 list our A320 CEO fleet effective per SB, however none of the VSB is effective.

Airbus confirmed that SB is not effective and EASA confirmed that upcoming AD will cater for our concern. (ref enclosed e mails)

Based on the proposed AD, the upcoming AD will still have the same issue as the SB was never revised.

Unfortunately, this is causing lots of burdens with our lessors especially during phase out where we have AD's calling for SB's effective to our fleets but they are actually not effective. All what we have in return is an e mail that (from lessor perspective) has no value.

Now you are adding a new AD with same issue.

EASA response:

Comment not agreed. The AD requires to modify each affected galley in accordance with the instructions of the Airbus SB. Affected galleys are those identified by P/N in Airbus SB (in Appendix of PAD rev 1). If no affected galley is installed on an aeroplane, no action is required on that aeroplane. If there is inconsistency between the effectivity of the SB and the AD applicability, the AD requirements prevail. The comment has been forwarded to Airbus for possible further actions.

To be noted that the revised PAD now includes Appendix listing affected P/N.