

COMMENT RESPONSE DOCUMENT

EASA PAD No. 25-025

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Commenter 1: Gulf Air B.S.C. – Mohamad Al Charif – 04/02/2025

Comment # 1

A. Corrective Actions Statement

Under the corrective action(s) statement, it is mentioned:

"Accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB."

Both the **SBs** and related **VSBS** list two types of corrective actions:

1. **Technical** – Through a repair solution.
2. **Operational** – Through weight restrictions.

We understand that both actions are referenced in this statement. Could you please confirm this interpretation? Additionally, it would be highly beneficial if the statement could explicitly emphasize this correlation, as it drives two distinct actions within the airline's internal procedures, handled by two different departments. Such clarity would be of significant value from an organizational perspective.

B. Clarification on VSB 601800-25-22 and Airbus SB 25-1CBP

We have been awaiting **VSB 601800-25-22** and the revision of **Airbus SB 25-1CBP** for a considerable time. This VSB was issued later than other modifications VSBS, giving the impression that it would involve a complex modification, such as block retainer replacement.

However, the corrective action outlined in the VSB simply requires the application of lubricant. Could you please confirm if this is indeed the case? If lubrication is the sole corrective action, would it not necessitate repetitive lubrication at specific intervals to adequately address the issue?

Your clarification on these points would be greatly appreciated, as it will help us align our internal processes and ensure compliance with the required actions.

EASA response:

Comment noted.



- A. When referring to the “inspection SB” in the AD, the Airbus Service Bulletin (SB) A320-25-1BVS or Airbus SB A320-25-1BVT, as applicable, is meant. In case cross reference is made within a section of the SB required by this AD, from the inspection/modification SB to the VSB, this has to be accomplished as well. This can contain both technical and/or operational requirements.***
- B. EASA is not in position to comment on the release date of (V)SBs from design approval holders. Based on a technical analysis the corrective action was identified as single action and not repetitive.***

No change was made to the final AD in response to this comment.

