



COMMENT RESPONSE DOCUMENT

EASA PAD No. 16-012

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Commenter 1: Gulf Air – Mohamad Al Charif – 07/02/2016

Comment # 1

GFA fleet affected by this PAD is equipped with these Zodiac galleys, however the selection of galleys was under BFE program and not SFE.

Based on the above we believe the effectivity of this PAD shall be against Zodiac Galleys for BFE program and Airbus for SFE program.

Thus applicability shall be read more like:

Applicability:

Zodiac galleys initially installed during production on Airbus A319-112, A319-115, A320-214, A320-232 and A321-211 aeroplanes, manufacturer serial numbers...

In spite that our comment does not physically change the action to be carried, we believe this is important for future where an airline might elect to modify an airplane and install one of these affected galleys.

With that statement in AD changing effectivity from aircraft level to component level, it will be clear that the removed galley and used on another retrofitted aircraft does have an AD complied with.

In case this is agreed, we believe also that under the “Required Action(s) and Compliance Time(s):” The last para shall eliminate the wording “as instructed in applicable Airbus SB” to read: “ Accomplishment of ZODIAC GALLEYS EUROPE (formerly DRIESSEN) Service Bulletins listed in Table 1 of this AD is acceptable to comply with the requirements of this AD.’ Since now we are talking about a compliance on component level.

EASA response:

Comment not agreed. Airbus and Zodiac have confirmed that only galleys fitted at time of production delivery to listed MSN are affected. Any galleys that could have been provided in the field for cabin change are not concerned by this issue. The AD requires a one time and terminating action. As such EASA is not considering the need to revise the AD.

Furthermore, since the galley has not an ETSO approval, an AD at equipment level could not be issued.

