



COMMENT RESPONSE DOCUMENT

EASA PAD No. 18-001

[Published on 09 January 2018 and officially closed for comments on 06 February 2018]

Commenter 1: Gulf Air – Mohamad Al Charif – 10/01/2018

Comment # 1

Further to PAD 18-001, we would like to have the following clarification:

A) Background:

SB A320-25-1BF6 referred in PAD has effectivity MSN 5295 and forward, which is believed to be related to SFE galley of Zodiac (driessen) only.

Prior these MSN Zodiac galleys (driessen) used to be BFE with similar designs of SFE.

Issue:

In many occasions Airbus has denied support of BFE galleys as it is under Zodiac responsibility (Examples: ice drawer leaks, where SFE galleys have solution driven by Airbus, while BFE galleys don't have solution in spite that same problem and same design is shared between the BFE and SFE programs. Overheat issue of galley wall in cockpit from chiller compartment...).

Zodiac Galleys support is far from satisfactory, especially when queries are related to design, noting that their DOA is obtained in 2013 while all BFE galleys are made prior to that date based on Airbus galley frame specs.

These facts always make issues on these BFE items overlooked.

B) Query:

Since we believe both SFE and BFE programs share same design features, could you please confirm, if BFE Zodiac galleys produced prior 2013 and installed on A320 Family is not overlooked?

Specifically, we are concerned about Zodiac Galley G5 PN 601401-1, which is installed across all our A320 fleets (total of 16 Act).

EASA response:

A) Comment noted. No changes have been made to the Final AD in response to this comment.

B) Comment not agreed. Zodiac confirmed that BFE G5 galleys are not affected by the issue impairing the airworthiness of the SFE G5 galley



Commenter 2: Jetstar Japan – Yasuhiro Kawada – 05/02/2018**Comment # 2**

We are Jetstar Japan (JJP) Engineering department. JJP operates 21 aeroplanes, Airbus, A320-232. Affected by the PAD Zodiac galleys had been installed on a couple of JJP A320 aeroplanes.

JJP fully understands safety concerns and agrees with the proposal. So we tried to embody modification per Zodiac Galleys Europe SB 213510-25-001 Revision A in last November, however, we encountered technical difficulty, because existing Zodiac Galleys Europe SB 213510-25-001 do not cover all configurations of the affected galley units. As a result, modification of the airplane has been completed with deviation from the SB.

Zodiac Galleys Europe is still working for this issue, they will revise the SB soon. And we are informed that additional reworks might be required by revision B for aircraft modified by any previous issue. It is much hard to complete the modification within 12 months, due to the undetermined SB.

Please reconsider issue date and/or compliance time of the PAD.

A) For AD issue date, it would be appreciated, if EASA could suspend issuance of the AD until the release of revised Zodiac Galleys Europe SB 213510-25-001 to clear technical issue.

B) For compliance time, it would be appreciated, if EASA could extend the compliance time from “ 12 months after the effective date of this AD” to “24 months”, in order to perform additional reworks for aircrafts modified by previous SB revision.

EASA response:

A) Comment agreed. Zodiac SB has been revised. AD is updated accordingly.

B) Comment not agreed. Extension of the compliance time to 24 months is currently not supported.

