

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-061

[Published on 11 April 2019 and officially closed for comments on 09 May 2019]

**Commenter 1: Air New Zealand – Duan Russell – 23/04/2019**

### **Comment # 1**

Air New Zealand can only half embody the requirements of PAD 19-061 .

SB A320-25-1BK9 is the SB that AIR NZ would embody to comply with PAD 19-061. SB A320-25-1BK9 is only applicable to the Air Nz A320 DOM G4 Galleys and not applicable to the G1 Galley, this means that we cannot fully comply with the requirements of the PAD. I have attached copies of correspondence with Airbus and Zodiac over this matter. Could you please clarify whether PAD 19-061 is applicable to any Air Nz aircraft.

### **EASA response:**

**Comment not agreed: the AD requires to modify “each affected galley”, where “affected galley” is a galley which P/N is listed as “old P/N” in the Airbus SB. An aeroplane, having at least one “affected galley” installed, is affected by the AD.**

**Any other galley, which P/N is not listed in the applicable SB, is not affected; for that galley, the AD does not require any modification.**

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

