



## Airworthiness Directive

**AD No.:** 2021-0183R1

**Issued:** 20 September 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

**Effective Date:** Revision 1: 27 September 2021  
Original issue: 18 August 2021

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2021-0183 dated 04 August 2021.

### ATA 25 – Equipment / Furnishings – Galleys – Inspection

#### Manufacturer(s):

Airbus, formerly Airbus Industrie

#### Applicability:

Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers.

#### Definitions:

For the purpose of this AD, the following definitions apply:

**Affected part:** Forward-facing galleys, having a Part Number (P/N) as listed in Appendix 1 of this AD.

**The applicable SB:** Airbus Service Bulletin (SB) A320-25-1BVS or Airbus SB A320-25-1BVT, as applicable.



**Aeroplane date of manufacture:** The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.

**Groups:** Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

**Reason:**

Occurrences have been reported of finding damage during inspection of certain galleys, including delamination of work deck as well as corroded and cracked retainer blocks.

This condition, if not detected and corrected, could affect the galley's capability to hold the trolley under emergency landing loads, which could lead to trolley detachment, possibly resulting in blocking of an escape path during an emergency exit.

To address this potential unsafe condition, Airbus issued the applicable SB, providing instructions to inspect the affected parts, and EASA issued AD 2021-0183 to require repetitive general visual inspections (GVI) of each affected part and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, it has been determined that, following accomplishment of a certain repair, subsequent inspection of the repaired area can be deferred beyond the established inspection interval. In addition, some typographical errors have been identified in Appendix 1 of that AD. This AD is revised accordingly.

This revised AD is still considered to be an interim action and further AD action may follow.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) For Group 1 aeroplanes: Within 36 months since first installation of an affected part on an aeroplane, or within 12 months after 18 August 2021 [the effective date of the original issue of this AD], whichever occurs later, and, thereafter, at intervals not exceeding 6 months, accomplish a GVI of each affected part in accordance with the instructions of the applicable SB (see Note 1 of this AD).

**Note 1:** If the date of first installation of an affected part on an aeroplane is unknown, the aeroplane date of manufacture can be used instead.

**Corrective Action(s):**

- (2) If, during any GVI as required by paragraph (1) of this AD, discrepancies are detected on an affected part, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable SB.

**Terminating Action:**

- (3) None.



**Part(s) Installation:**

- (4) For Group 1 and Group 2 aeroplanes: From 18 August 2021 [the effective date of the original issue of this AD], it is allowed to install on any aeroplane an affected part, provided that, following installation, it is inspected and, depending on findings, corrected, as required by this AD.

**GVI after Repair:**

- (5) For any panel and/or retainer block of an affected part on which an intermediate fix repair has been accomplished in accordance with the instructions of the applicable SB, the next GVI as required by paragraph (1) of this AD can be deferred until 36 months after that repair. Thereafter, inspect that panel and/or retainer block at intervals not exceeding 6 months, as required by paragraph (1) of this AD.

**Ref. Publications:**

Airbus SB A320-25-1BVS original issue dated 18 December 2020.

Airbus SB A320-25-1BVT original issue dated 18 December 2020.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 29 January 2021 as PAD 21-005 for consultation until 26 February 2021. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – IIASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).



## Appendix 1 – Affected Parts (see Note 2 and 3 of this AD)

Unit	Affected P/N
Galley G2a	601865-XXXXXX, 601866-XXXXXX, 601867-XXXXXX, 601897-XXXXXX, 601924-XXXXXX, 601937-XXXXXX, 601951-XXXXXX, 601957-XXXXXX, 601963-XXXXXX, 6019A8-XXXXXX, 6019C7-XXXXXX and 6019D6-XXXXXX
Galley G4x and SG4	601853-XXXXXX, 601854-XXXXXX, 601855-XXXXXX, 601557-XXXXXX, 601883-XXXXXX, 601888-XXXXXX, 601889-XXXXXX, 601891-XXXXXX, 6018A4-XXXXXX, 601930-XXXXXX, 601940-XXXXXX, 6019A3-XXXXXX, 601903-XXXXXX and 601958-XXXXXX
Galley G5	601856-XXXXXX, 601857-XXXXXX, 601858-XXXXXX, 601920-XXXXXX, 601983-XXXXXX, 6019A9-XXXXXX, 6019C1-XXXXXX and 6019F1-XXXXXX
Galley G8	601885-XXXXXX and 601935-XXXXXX
Aft Complex	601537-XXXXXX, 601539-XXXXXX and 601567-XXXXXX

Note 2: 'XXXXXX' represents any numerical combination of 1 or more (up to 6) digits.

Note 3: Certain P/Ns of affected part are not included in the effectivity of the Inspection Guide, attached as Appendix to the applicable SB; Those parts are anyway subject to the inspection requirements of this AD. It is expected that the applicable SB will be updated accordingly.

Superseded

