



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-128

Issued: 31 August 2020

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A319, A320 and A321 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2019-0106 dated 15 May 2019.

ATA 25 – Equipment / Furnishing – Galley / Container End Stop – Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A319-112, A319-115, A319-132, A320-214, A320-216, A320-232, A320-233, A320-251N, A320-271N, A321-211, A321-231, A321-232, A321-251N and A321-253N aeroplanes, all manufacturer serial numbers (MSN) as listed in the applicable SB.

Definitions:

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

The applicable SB: Airbus Service Bulletin (SB) A320-25-1BHG, SB A320-25-1BK9 revision (rev.) 02, and SB A320-25-1BKK, as applicable to aeroplane MSN.

Affected galley: Galleys, having a part number listed as "Old Part N°" in the applicable SB.



Reason:

Several reports were received of finding container/galley end stop bumpers damaged in service. Deformed end stops could break or lose their function to maintain container/galley in their position on the aeroplane.

This condition, if not corrected, could lead to container/galley detachment under certain forward loading conditions, possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, Airbus issued SB A320-25-1BHG, SB A320-25-1BK9 (later revised) and SB A320-25-1BKK, providing instructions to modify and re-identify affected galleys, and EASA issued AD 2019-0106 to require modification of the affected galleys by replacement of the affected bumpers with serviceable bumpers.

Since that AD was issued, it was determined that additional aeroplanes may be affected by the potential unsafe condition previously described, and Airbus revised SB A320-25-1BK9 (now at rev. 02) accordingly.

For the reasons described above, this AD retains the requirements of EASA AD 2019-0106, which is superseded, and expands the Applicability.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Within 48 months after 29 May 2019 [the effective date of EASA AD 2019-0106], modify each affected galley on an aeroplane in accordance with the instructions of the applicable SB.

Alternative Method:

- (2) Modification of an affected galley on an aeroplane in accordance with the instructions of Airbus SB A320-25-1BCB is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD for that affected galley.

Credit:

- (3) Modification of an affected galley on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A320-25-1BK9 original issue or rev. 01 is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD for that affected galley.

Ref. Publications:

Airbus SB A320-25-1BHG original issue dated 03 July 2017.

Airbus SB A320-25-1BK9 original issue dated 06 June 2018, or rev. 01 dated 02 April 2019, or rev. 02 dated 28 May 2020.

Airbus SB A320-25-1BKK original issue dated 06 June 2018.

Airbus SB A320-25-1BCB original issue dated 06 April 2016.



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

Remarks:

1. This Proposed AD will be closed for consultation on 28 September 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – IIASA; E-Mail: account.airworth-eas@airbus.com.

