

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-005

Issued: 29 January 2021

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):

A318, 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: None

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: 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.



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 emergency exit.

To address this potential unsafe condition, Airbus issued the applicable SBs, providing instructions to inspect the affected parts.

For the reasons described above, this AD requires repetitive general visual inspection (GVI) of each affected part and, depending on findings, accomplishment of applicable corrective action(s).

This AD is 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) Within 36 months since first installation of an affected part on an aeroplane, or within 12 months after the effective date 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.

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.

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. This Proposed AD will be closed for consultation on 26 February 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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.



Appendix 1: Affected Parts (see Note 1 of this AD)

Unit	Affected P/N
Galley G2a	601865-XXXXXX
	601866-XXXXXX
	611867-XXXXXX
	601924-XXXXXX
	601937-XXXXXX
	601951-XXXXXX
	601963-XXXXXX
	6019A8-XXXXXX
	6049C7-XXXXXX
	6019D6-XXXXXX
Galley G4x/SG4	601853-XXXXXX
	601854-XXXXXX
	601855-XXXXXX
	601557-XXXXXX
	601888-XXXXXX
	601889-XXXXXX
	601891-XXXXXX
	601930-XXXXXX
	601940-XXXXXX
	6019A3-XXXXXX
601903-XXXXXX	
Galley G5	601856-XXXXXX
	601857-XXXXXX
	601858-XXXXXX
	601920-XXXXXX
	601983-XXXXXX
	6019A9-XXXXXX
	6019C1-XXXXXX
	6019F1-XXXXXX
Galley G8	601885-XXXXXX
	601935-XXXXXX
Aft Complex	601537-XXXXXX
	601539-XXXXXX

Note 1: 'XXXXXX' represent any 6-digit numerical combination.

