



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 20-096

**Issued:** 24 June 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):**

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:** This AD supersedes EASA AD 2019-0316 dated 23 December 2019.

## ATA 25 – Equipment / Furnishings – Emergency Escape Slide / Raft Inflation Reservoir – Pressure Check

**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:

**The AOT:** Airbus Alert Operators Transmission (AOT) A25N019-19 Revision 01.



**The applicable SB:** SAFRAN Aerosystems Evacuation Service Bulletin (SB) 004-25-115, SB 004-25-116, SB 004-25-117, SB 004-25-118, SB 004-25-120, SB 004-25-121, SB 004-25-122, SB 005-25-30, SB 005-25-31, SB 005-25-32, SB 005-25-33, SB 995-25-02 and SB 995-25-08, as applicable.

**Affected part:** Emergency escape slides/rafts, reservoirs and valve systems, having a Part Number (P/N) and manufacturing date as listed in Appendix 1 of this AD, installed at locations as indicated in the AOT, except those installed on aeroplanes with the inflation reservoir connected to the Cabin Intercommunication Data System (CIDS), and except those inspected and modified in accordance with the applicable SB (as identified by a rupture disk assembly P/N B14268-1 having a lot number, or an etched 'A', or a green dot).

**Serviceable part:** Emergency escape slides/rafts, reservoirs and valve systems which are not affected part.

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

#### Reason:

An occurrence was reported of hearing a loud bang during aeroplane boarding. During a subsequent inspection, one slide raft was found with zero reservoir pressure. Further investigation revealed that the rupture disk assembly of the reservoir had burst, the probable cause being a manufacturing defect on a batch of rupture disk assemblies.

This condition, if not detected and corrected, would prevent the deployment of the escape slide/raft when required in case of emergency, possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, Airbus issued the AOT at original issue to provide inspection instructions, and EASA issued AD 2019-0316 to require repetitive checks of the pressure gauge on (the inflation reservoir of) each affected part and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, further investigation resulted in the identification of additional affected P/N, and the AOT was revised accordingly.

For the reason described above, this AD retains the requirements of EASA AD 2019-0316, which is superseded, and provides an expanded list of affected parts in Appendix 1.

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

Required as indicated, unless accomplished previously:

#### Pressure Check(s):

- (1) Within the compliance time specified in Table 1 of this AD, as applicable, and thereafter, at intervals not exceeding 100 flight cycles (FC) or 50 days, whichever occurs first, check the pressure gauge on (the inflation reservoir of) each affected part in accordance with the instructions of the AOT.



Table 1 – Initial Pressure Check

<b>Compliance Time (A or B, whichever occurs later)</b>	
<b>A</b>	Within 100 FC or 50 days, whichever occurs first after the effective date of this AD
<b>B</b>	Within 100 FC or 50 days, whichever occurs first after the Airbus date of manufacture

**Corrective Action(s):**

- (2) If, during any check as required by paragraph (1) of this AD, discrepancies are detected, before next flight, or within the time allowed by the Operator's Minimum Equipment List (MEL), accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.

**Credit:**

- (3) Pressure checks on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of the AOT at original issue, are acceptable to comply with the initial requirements of paragraph (1) of this AD for that aeroplane.

**Terminating Action(s):**

- (4) Modification of each affected part installed on an aeroplane in accordance with the instructions of the applicable SB, or replacement of each affected part with a serviceable part, constitutes terminating action for the repetitive pressure checks as required by paragraph (1) of this AD for that aeroplane, provided that, after modification, no affected part is re-installed on that aeroplane.

**Parts Installation:**

- (5) From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided that, prior to installation, the part passes (no discrepancies detected) a pressure check in accordance with the instructions of the AOT and that, following installation, the affected part is checked as required by paragraph (1) of this AD.

**Ref. Publications:**

Airbus AOT A25N019-19 original issue dated 23 December 2019 or Revision 01 dated 12 May 2020.

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

SAFRAN SB 004-25-115 original issue dated 01 April 2020.

SAFRAN SB 004-25-116 original issue dated 02 April 2020.

SAFRAN SB 004-25-117 original issue dated 02 April 2020.

SAFRAN SB 004-25-118 original issue dated 02 April 2020.

SAFRAN SB 004-25-120 original issue dated 02 April 2020.



SAFRAN SB 004-25-121 original issue dated 02 April 2020.

SAFRAN SB 004-25-122 original issue dated 02 April 2020.

SAFRAN SB 005-25-30 original issue dated 03 April 2020.

SAFRAN SB 005-25-31 original issue dated 03 April 2020.

SAFRAN SB 005-25-32 original issue dated 03 April 2020.

SAFRAN SB 005-25-33 original issue dated 03 April 2020.

SAFRAN SB 995-25-02 original issue dated 06 April 2020.

SAFRAN SB 995-25-08 original issue dated 06 April 2020.

**Remarks:**

1. This Proposed AD will be closed for consultation on 22 July 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](mailto: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](#).
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](mailto:account.airworth-eas@airbus.com).



**Appendix 1 – Affected Emergency Escape Slides, Slide/Rafts, Reservoirs and  
Valves Systems, P/N and Manufacturing Dates**

<b>Slide, Slide/Raft P/N</b>	<b>Manufacturing Date (months, inclusive)</b>
D30664-513, D30664-515, D30664-609, D30664-709 and D30664-711	May 2017 through January 2019
D30665-513, D30665-515, D30665-609 and D30665-709	April 2017 through November 2018
D31516-717, D31516-719 and D31516-721	May 2017 through August 2018
D31517-717, D31517-715, D31517-719 and D31517-721	May 2017 through September 2018

<b>Reservoirs and Valves Systems P/N</b>	<b>Manufacturing Date (months, inclusive)</b>
60592-201	July 2017 through August 2018
61639-203	June 2017 to October 2018
65566-1	June 2017 through February 2019
65567-1	June 2017 through August 2018
68582-1	June 2017 through June 2019
70197-101	Apr 2018 through Jul 2018
70200-101, 70200-102, 70200-103 and 70200-104	Apr 2018 through Aug 2018
70738-1	June 2017
D18308-109	June 2017 through July 2017
D18309-201 and D18309-305	July 2017 through August 2018

