



Notification of a Proposal to cancel an Airworthiness Directive

PAD No.: 22-041-CN

Issued: 06 April 2022

Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) 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 cancellation 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: the same day as AD-CN issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Cancellation: This Notice proposes to cancel AD 2020-0236 dated 27 October 2020.

ATA 25 – CANCELLED: 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 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, and having a serial number as listed in the applicable SB, 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).

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).

After that AD was issued, further investigation resulted in the identification of additional affected P/N. The AOT was revised accordingly, and EASA issued AD 2020-0236, retaining the requirements of EASA AD 2019-0316, which was superseded, and providing an expanded list of affected parts.

Since that AD was issued, SAFRAN Aerosystems, the manufacturer of the affected parts, produced SBs to require replacement of the rupture disk during overhaul of the affected parts. No additional occurrences have been reported of rupture disk failures in service or during overhaul. Consequently, new risk analysis determined that an unsafe condition no longer exists that would warrant AD action.

The Federal Aviation Administration (FAA), State of Design of the affected parts, issued Special Airworthiness Information Bulletin (SAIB) [AIR-22-06](#), recommending the accomplishment of the applicable SAFRAN Aerosystems SBs during overhaul. This SAIB has been endorsed by EASA.

For the reason described above, this Notice proposes to cancel EASA AD 2020-0236.

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

None.

Ref. Publications:

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



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 995-25-01 original issue dated 10 March 2020.

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

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

FAA SAIB AIR-22-06 dated 16 March 2022.

Remarks:

1. This Proposed AD-CN will be closed for consultation on 04 May 2022.
2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this PAD-CN, please contact: AIRBUS – Airworthiness Office – IIASA; E-mail: account.airworth-eas@airbus.com.



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

Slide, Slide/Raft P/N	Manufacturing Date (months, inclusive)
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

Reservoirs and Valves Systems P/N	Manufacturing Date (months, inclusive)
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	April 2018 through July 2018
70200-101, 70200-102, 70200-103 and 70200-104	April 2018 through August 2018
70738-1	June 2017
D18308-109	June 2017 through July 2017
D18309-201 and D18309-305	July 2017 through August 2018

