

Airworthiness Directive

AD No.: 2020-0236

Issued: 27 October 2020

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: 10 November 2020

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 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).

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

Compliance Time (A or B, whichever occurs later)	
A	Within 100 FC or 50 days, whichever occurs first after the effective date of this AD
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 995-25-01 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.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 24 June 2020 as PAD 20-096 for consultation until 22 July 2020. 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: 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.
4. 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.



**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	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

