

Airworthiness Directive

AD No.: 2022-0176

Issued: 24 August 2022

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A321 aeroplanes

Effective Date: 07 September 2022

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Escape Slide Inflation Reservoir Regulator Valve Protective Cover – Removal

Manufacturer(s):

Airbus

Applicability:

Airbus A321-251NX, A321-252NX, A321-253NX, A321-271NX and A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected part: Any reservoir having a Part Number (P/N) as defined in Annex 1 of this AD and a serial number (s/n) as identified in the VSB.

Serviceable part: Any reservoir, eligible for installation, that is not an affected part; or an affected part that has been modified in accordance with the instructions of the AOT or the VSB.

The AOT: Airbus Alert Operators Transmission (AOT) A25N024-22.

The VSB: Safran Service Bulletin (SB) 005-25-37 and SB 005-25-38.

Reason:

An occurrence has been reported of uncommanded door 3 escape slide release during flight.

Investigation identified that accumulation of gas, leaking from the reservoir regulator valve, initiated the slide enclosure door panel release and liberation of the slide in a non-inflated condition. Investigation also determined that the most probable root cause of both panel and slide inflatable assembly release in flight is the blockage of one of the system venting features.

This condition, if not detected and corrected, could lead to deployment in flight of a non-inflated slide, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT providing instructions to remove the orifice protective cover fitted on affected parts.

For the reasons described above, this AD requires modification of the affected part.

This AD is considered to be interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Removal:

- (1) Within 3 months after the effective date of this AD, modify the affected part in accordance with the instructions of the AOT.

Parts Installation:

- (2) From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided it is a serviceable part.

Ref. Publications:

Airbus AOT A25N024-22 original issue dated 03 August 2022.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety 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.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com.

SUPERSEDED



Annex 1 – Affected Parts and Locations

	P/N	Location	Functional Item Number (FIN)
Escape slide inflation reservoir	70197-101	Left-hand (LH) emergency exit door 3 slide, overhead storage compartment (OHSC)	7693MM
	70197-101	Right-hand (RH) emergency exit door 3 slide, OHSC	7694MM
Offwing slide inflation reservoir	70200-101	LH offwing slide, cargo compartment	7683MM
	70200-102	RH offwing slide, cargo compartment	7684MM
	70200-103	LH offwing slide, OHSC	7685MM
	70200-104	RH offwing slide, OHSC	7686MM

