



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-013

Issued: 31 January 2024

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 S.A.S.

Type/Model designation(s):

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 – Escape Slide and Offwing Slide Inflation Reservoir Venting Holes – Inspection / Replacement

Manufacturer(s):

Airbus, formerly Airbus Industries

Applicability:

A321-251NX, A321-252NX, A321-253NX, A321-271NX, 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) A25N027-23.

The VSB: Safran Service Bulletin (SB) 005-25-45 or SB 005-25-46, as applicable.

Affected part: Any reservoir having a Part Number (P/N) as defined in Annex 1 of this AD and a serial number as identified in the VSB, except those that have been modified in accordance with the instructions of the AOT or the VSB.



Serviceable part: Any reservoir, eligible for installation in accordance with instructions approved by Airbus, that is not an affected part.

Groups: Group 1 aeroplanes are those which have an affected part installed. Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:

Following a quality review during manufacturing, a quality escape was identified on A321NX Door 3 and Offwing inflation reservoirs' venting holes, where a torque strip indicator (material "Dykem") has been applied on the orifice fitting.

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

To address this potential unsafe condition, Airbus issued the AOT, which refers to the VSB, to provide instructions for inspection and corrective action(s) of the affected parts.

For the reasons described above, this AD requires a one-time general visual inspection (GVI) of the affected parts, and, in case of findings, replacement of the orifice fitting.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspection(s):

- (1) For Group 1 aeroplanes: Within 3 months after the effective date of this AD, accomplish a GVI of each affected part, except as specified in paragraph (2) of this AD, in accordance with the instructions of the AOT.
- (2) For aeroplanes that have Airbus modification (MOD) 161964 and MOD 161796 embodied in production, the inspection as required by paragraph (1) of this AD, does not need to be accomplished for affected parts installed on door 3 FIN position 7693MM and 7694MM.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, discrepancies, as defined in the AOT, are detected on an affected part, before next flight, replace that affected part with a serviceable part, in accordance with the instructions of the AOT.

Parts Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.



Ref. Publications:

Airbus AOT 25N027-23 original issue dated 16 January 2024.

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

Remarks:

1. This Proposed AD will be closed for consultation on 14 February 2024.
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 – 1IASA; E-mail: account.airworth-eas@airbus.com.



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

