



Airworthiness Directive

AD No.: 2026-0037R1

Issued: 04 May 2026

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):

A318, A319, A320 and A321 aeroplanes

Effective Date: Revision 01: 11 May 2026
Original Issue: 11 March 2026

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2026-0037 dated 25 February 2026.

ATA 25 – Equipment/Furnishings – Evacuation Slide/Inflation Hose Assemblies – Replacement

Manufacturer(s):

Airbus, formerly Airbus Industries

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, A319-173N, 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, A321-253NY, A321-271N, A321-271NX, A321-271NY, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected hose:

- Inflation hose assemblies having Part Number (P/N) 63667-101 or P/N 63667-103, all serial numbers (s/n); or
- Inflation hose assemblies having P/N 68906-101 and having a s/n below 4407.



Affected slide:

- Door evacuation slides having a P/N and s/n as identified in Appendix 1 of this AD; or
- Door evacuation slides having a P/N as identified in Appendix 1 of this AD, on which an inflation hose has been replaced in service with an affected hose, including those for which no maintenance records are available showing that no affected hose has been installed in service on that slide;
- Except those which have been inspected and reidentified 'MOD PER S.B. A320 004-25-130' or 'INSP. PER S.B. A320-004-25-130' in accordance with the instructions of the VSB and on which, after that inspection, no affected hose has been (re-)installed.

Serviceable slide:

- Any door evacuation slide, eligible for installation in accordance with approved Airbus instructions, which is not an affected slide.

The SB: Airbus Service Bulletin (SB) A320-25-1CML or Airbus SB A320-25-1CMM, as applicable.

The VSB: Safran Aerosystems Evacuation Vendor Service Bulletin (VSB) A320 004-25-130.

Groups:

Group 1 aeroplanes are those fitted with an affected slide at door position Functional Item Number (FIN) 7500MM, 7501MM, 7502MM and/or 7503MM.

Group 2 aeroplanes are those that do not have any affected slide installed.

An aeroplane on which Airbus modification 20233 has been embodied in production, or on which SB A320-25-1055 has been embodied in service (installation of slide raft) is considered a Group 2 aeroplane, provided that no affected slide(s) have been installed on that aeroplane after the aeroplane reference date or after the accomplishment of SB A320-25-1055, as applicable.

An aeroplane having an aeroplane reference date after the effective date of this AD is considered a Group 2 aeroplane, provided that no affected slide(s) have been installed in service on that aeroplane.

The identification of affected slides / affected hose through a review of maintenance records in lieu of physical inspection is acceptable, provided those records can be relied upon for that purpose.

Aeroplane reference date: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Reason:

Reports were received of door evacuation slide systems failing to inflate during emergency evacuations. Investigations revealed that the failure was due to the fracture and separation of the connector on the inflation hose assembly.

This condition, if not corrected, could prevent the inflation of the escape slide and render one evacuation path unusable in case of emergency evacuation, possibly resulting in injury to aeroplane occupants.



To address this potential unsafe condition, Airbus issued the SB, which refers to the VSB, to provide instructions for the replacement of the affected slides.

For the reason described above, EASA issued AD 2026-0037 requiring the replacement of the affected slides with serviceable slides.

Since that AD was issued, it has been determined that some affected parts may include a suffix in their serial number, which does not alter their identification as affected parts under this AD. Additionally, questions were received regarding the determination of affected parts and the part(s) installation requirements in this AD.

This AD is revised accordingly to provide clarifications and to add Note 3 in Appendix 1 of this AD.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Replacement:

- (1) For Group 1 aeroplanes: Within 36 months after 11 March 2026 [the effective date of the original issue of this AD], replace each affected slide with a serviceable slide in accordance with the instructions of the SB.

Part(s) Installation:

- (2) Do not install an affected slide on any aeroplane as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After replacement of each affected slide as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: After 11 March 2026 [the effective date of the original issue of this AD].

Note 1: This AD allows (re-)installation of affected slides on Group 1 aeroplanes, at any position, until each affected slide has been replaced as required by paragraph (1) of this AD for that aeroplane. After each affected slide has been replaced on an aeroplane, that aeroplane is considered a Group 2 aeroplane.

Ref. Publications:

Airbus SB A320-25-1CML original issue dated 17 October 2025.

Airbus SB A320-25-1CMM original issue dated 17 October 2025.

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

Safran Aerosystems Evacuation VSB A320 004-25-130 original issue dated 22 February 2024.



Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 08 January 2026 as PAD 26-002 for consultation until 05 February 2026. 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 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.



Appendix 1

List of Affected Slides P/N and s/n

P/N (see Note 2 of this AD)	Designation	s/n Range (see Note 3 of this AD)
D31516-XXX	Forward Door Evacuation Slide	Prior to s/n M11767 Prior to s/n C1745 Prior to s/n L25862 Prior to s/n A17696
D31517-XXX	Aft Door Evacuation Slide	Prior to s/n M11772 Prior to s/n C1745 Prior to s/n L25862 Prior to s/n A17609

Note 2: “XXX” represents any numerical sequence.

Note 3: Where in this AD, a reference is made to a s/n, it should be recognised that the s/n may have a suffix “RP”. This kind of suffix does not effectively alter the s/n reference and those parts are considered affected, as applicable and as described in Appendix 1 of this AD.

