	AIRWORTHINESS DIRECTIVE No F-2005-172	Distribution: B	Issue date: December 21, 2005	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	<p align="center">No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</p>			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A319, A320 and A321 aircraft		
Type certificate(s) No. 180 TCDS No 180				
ATA chapter: 25	Subject: Forward passenger doors - Escape slide raft			

1. EFFECTIVITY:

AIRBUS A319, A320 and A321 aircraft, all certified models, all serial numbers (MSN) that have received AIRBUS modification 20233, 25902 or 24365 (installation of slide raft) in production, or AIRBUS Service Bulletin (SB) A320-25-1055, A320-25-1335, A320-25-1258, A320-25-1419 or A320-25-1218 in service, and that have not received SB A320-25-1099 (reinstallation of slide).

Aircraft MSN 1794, 2155, 2195, 2204, 2231, 2239, 2244, 2246, 2247, 2252, 2254, 2255, 2257, 2259, 2261, 2263, 2267, 2273, 2274, 2275, 2278, 2280, 2282, 2284, 2286, 2288, 2297, 2301, 2307, 2310, 2314, 2327 and MSN from 2369 inclusive and above are not affected by the requirement of this Airworthiness Directive (AD).

2. REASONS:

During deployment tests of slide rafts at the forward passenger doors, cases of girt bar disengagement from the floor fitting were reported.

Investigations have demonstrated that the girt bar disengagements were due to incorrect position of the stiff part of the girt bar during slide raft installation on aircraft. This may cause inboard-directed loads on the girt bar preventing a correct engagement in the floor fittings. Under such conditions, the telescopic girt bar may not remain attached to the aircraft when the door is opened in emergency conditions.


An unavailable escape slide-raft will delay an emergency evacuation.

This AD renders mandatory an inspection of the slide raft girt bar at the forward passenger doors to check the correct position of the stiff part.

3. MANDATORY ACTION AND COMPLIANCE TIME:

Unless already accomplished, within 200 days following the effective date of this AD, inspect the slide raft girt bar at the forward left hand and right hand passenger doors, in accordance with the instructions of SB A320-25-1394 Revision 1.

Aircraft that have been inspected in accordance with SB A320-25-1394 at its original issue, are compliant with the requirements of this AD.

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4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A320-25-1394 Revision 1
Any later approved revision of this document is acceptable.

5. EFFECTIVE DATE:

December 31, 2005.

6. REMARK:

For questions concerning the technical content of the requirements of this AD, contact:

AIRBUS SAS - Office of Airworthiness - EAS - Fax: 33 5 61 93 44 51.

7. APPROVAL:

This AD is approved under EASA reference No 2005-6430 dated December 13, 2005.

CANCELLED