

EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2011-0160R2	
	Date: 24 January 2013	
<p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>		
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Design Approval Holder's Name : AIRBUS		Type/Model designation(s) : A318, A319, A320 and A321 aeroplanes
TCDS Number : EASA.A.064		
Foreign AD : Not applicable		
Revision: This AD revises EASA AD 2011-0160R1 dated 15 March 2012.		
ATA 25	Equipment / Furnishings – Escape Slide Raft – Modification / Replacement	
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, A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplane models, all manufacturer serial numbers.	
Reason:	<p>Two occurrences on Airbus A320 aeroplanes have been reported where the escape slide raft inflation system did not deploy when activated, due to the rotation of the cable guide in a direction which resulted in jamming of the inflation control cable. Additionally, there has been one reported case where the system did not deploy properly due to a cracked inflation hose fitting.</p> <p>Investigation conducted by the slide raft manufacturer showed that the hose fitting could be subject to a bending moment if improperly packed. Subsequently, the hose fitting could separate from the reservoir and the inflation of the slide raft may be impaired.</p> <p>This condition, if not corrected, could delay the evacuation from the aeroplane in case of emergency, possibly resulting in injury to the occupants.</p> <p>For the reasons described above, this AD requires modification of the affected slide rafts or replacement thereof with modified units.</p> <p>Revision 2 of this AD has been published to confirm that the use of later revisions of the Air Cruisers / Aerazur Service Bulletin is acceptable.</p>	

Effective Date:	<p>Revision 2: 24 January 2013</p> <p>Revision 1: 29 March 2012</p> <p>Original issue: 09 September 2011</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 36 months after 09 September 2011 [the effective date of the original issue of this AD], modify the escape slide rafts, having a Part Number (P/N) as identified in Appendix 1 of this AD, in accordance with the instructions of Airbus Service Bulletin (SB) A320-25-1723 or Airbus SB A320-25-1724, as applicable to aeroplane model. (2) Replacement of all affected escape slide rafts on an aeroplane with slide rafts that have been modified in accordance with the instructions of Air Cruisers / Aerazur SB A320 004-25-85 is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane. (3) Aeroplanes on which Airbus modification (mod.) 151459 or mod.151502 has been embodied in production and on which no escape slide raft, as identified in Appendix 1 of this AD, has been installed since first flight, are not affected by the requirement of paragraph (1) of this AD. (4) After modification of an aeroplane as required by paragraph (1) of this AD, or after 09 September 2011 [the effective date of the original issue of this AD], for aeroplanes that do not have an escape slide raft installed as identified in Appendix 1 of this AD, do not install an escape slide raft identified in Appendix 1 of this AD on that aeroplane, unless it has been modified in accordance with the instructions of Air Cruisers / Aerazur SB A320 004-25-85, or in accordance with the instructions of Airbus SB A320-25-1723 or Airbus SB A320-25-1724, as applicable to aeroplane model.
Ref. Publications :	<p>Airbus SB A320-25-1723 original issue, dated 17 December 2010.</p> <p>Airbus SB A320-25-1724 original issue, dated 17 December 2010.</p> <p>Air Cruisers / Aerazur SB A320 004-25-85, dated 30 November 2010.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 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 20 July 2011 as PAD 11-072 for consultation until 17 August 2011. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.

Appendix 1

Air Cruisers and Aerazur Escape Slide Rafts, affected by this AD

(if fitted with a Reservoir and Valve Assembly P/N D18309-105 or P/N D18309-205)

Part Number (P/N)
D30664-105
D30664-107
D30664-109
D30664-305
D30664-307
D30664-309
D30664-311
D30665-105
D30665-107
D30665-109
D30665-305
D30665-307
D30665-309
D30665-311