


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2014-0025R1</b></p> <p><b>Date: 26 May 2014</b></p> <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>
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].	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A318, A319 and A320 aeroplanes
TCDS Number: EASA.A.064	
Foreign AD: Not applicable	
Revision: This AD revises EASA AD 2014-0025 dated 23 January 2014, which superseded DGAC France AD 2001-380 dated 05 September 2001, and EASA AD 2010-0210 dated 21 October 2010, including the Correction dated 27 October 2010.	
<b>ATA 25</b>	<b>Equipment / Furnishings – Off-Wing Escape Slide Enclosure – Modification</b>
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, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232 and A320-233 aeroplanes, all manufacturer serial numbers.	
Reason:	<p>One operator reported a torn out aspirator during scheduled deployment (for on ground testing purposes) of the Left Hand (LH) off-wing slide (OWS). Investigation results revealed that the aspirator of the OWS system interfered with the extrusion lip of the OWS enclosure during the initial stage of the deployment sequence.</p> <p>This condition, if not corrected, could lead to an off-wing exit, either LH or Right Hand (RH), becoming unserviceable, which, during an emergency situation, could impair the safe evacuation of occupants, possibly resulting in personal injuries.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A320-25-1649 containing modification instructions for certain part number (P/N) OWS enclosures. Consequently, EASA issued AD 2010-0210 to require modification of the affected OWS enclosures.</p> <p>Since that AD was issued, several other OWS P/N have been identified as potentially impacted.</p> <p>For the reason described above, EASA issued AD 2014-0025, retaining the</p>

	<p>requirements of EASA AD 2010-0210, which was superseded, expanding the Applicability to all A318, A319 and A320 aeroplanes, and expanding the batch of affected P/N prohibited to be installed on an aeroplane. That AD also retained the requirements of DGAC France AD 2001-380, which was superseded, which required modification of the OWS and its aspirator.</p> <p>This AD is revised to amend paragraphs (1) and (3) to restore the original applicability of DGAC France AD 2001-380 and EASA AD 2010-0210, respectively, and to correct paragraph (2) to give credit for certain production modifications that were equivalent for the in-service actions previously required by DGAC France AD 2001-380.</p>												
Effective Date:	Revision 1: 26 May 2014 Original issue: 06 February 2014												
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For aeroplanes equipped with OWS P/N D31865-101, D31865-102, D31865-103, D31865-104, D31865-105, D31865-106, D31865-107, or D31865-108: Within 36 months after 15 September 2001 [the effective date of DGAC France AD 2001-380], modify the LH and RH OWS and their aspirators in accordance with the instructions of Airbus SB A320-25-1156 Revision 03, and Airbus SB A320-25-1265 Revision 01.</p> <p>(2) An aeroplane on which Airbus modifications 24850, 25844 and 27275 have been embodied in production, or on which, prior to the effective date of this AD, modifications of LH and RH OWS and their aspirators have been accomplished in service in accordance with the instructions of Airbus SB A320-25-1156 at Revision 01 or Revision 02, and in accordance with the instructions of Airbus SB A320-25-1265 at original issue, is compliant with the requirements of paragraph (1) of this AD.</p> <p>(3) For aeroplanes equipped with OWS P/N D31865-109, P/N D31865-110, P/N D31865-209 or P/N D31865-210: Within 36 months after 04 November 2010 [the effective date of EASA AD 2010-0210], modify both LH and RH OWS enclosures having P/N as listed in Table 1 of this AD in accordance with the instructions of Airbus SB A320-25-1649 (installation of OWS P/N D31865-309, D31865-310, D31865-311, D31865-312).</p> <p>(4) An aeroplane on which Airbus modification 30088 has been embodied in production (installation of OWS P/N D31865-111 and P/N D31865-112) is not affected by the requirements of paragraph (3) of this AD, unless a replacement OWS, having a P/N as listed in Table 1 of this AD, has been installed on that aeroplane since first flight.</p> <p>(5) Modification of an aeroplane by installing OWS (both LH and RH) that have been modified in accordance with the instructions of Air Cruiser SB 004-25-84 is an acceptable method to comply with paragraph (3) of this AD.</p> <p>(6) From 06 February 2014 [the effective date of the original issue of this AD], do not install on any aeroplane an OWS having a P/N as listed in Table 1 of this AD.</p> <p>Table 1 – Affected OWS P/Ns</p> <table><tr><td>D31865-101</td><td>D31865-102</td><td>D31865-103</td></tr><tr><td>D31865-104</td><td>D31865-105</td><td>D31865-106</td></tr><tr><td>D31865-107</td><td>D31865-108</td><td>D31865-109</td></tr><tr><td>D31865-110</td><td>D31865-209</td><td>D31865-210</td></tr></table>	D31865-101	D31865-102	D31865-103	D31865-104	D31865-105	D31865-106	D31865-107	D31865-108	D31865-109	D31865-110	D31865-209	D31865-210
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D31865-104	D31865-105	D31865-106											
D31865-107	D31865-108	D31865-109											
D31865-110	D31865-209	D31865-210											

Ref. Publications:	<p>Airbus SB A320-25-1156 Revision 01 dated 02 February 1999, or Revision 02 dated 26 October 2001, or Revision 03 dated 05 December 2001.</p> <p>Airbus SB A320-25-1265 original issue dated 06 June 2001, or Revision 01 dated 05 December 2001.</p> <p>Airbus SB A320-25-1649 original issue, dated 16 February 2010.</p> <p>Air Cruisers / Aerazur (Zodiac Aerospace) SB 004-25-84 original issue dated 05 February 2010, or Revision 1 dated 09 April 2010, or Revision 2 dated 11 February 2011, or Revision 3 dated 28 October 2011, or Revision 4 dated 09 November 2012.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The original issue of this AD was posted on 20 December 2013 as PAD 13-189 for consultation until 17 January 2014. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>