


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-189</p> <p>Date: 20 December 2013</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>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 closing date indicated.</p>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A318, A319 and A320 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD F-2001-380 dated 05 September 2001, and EASA AD 2010-0210 dated 21 October 2010, including the Correction dated 27 October 2010.
ATA 25	Equipment / Furnishings – Off-wing Escape Slide Enclosure – Modification
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 (for on ground testing purposes) deployment 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, this AD retains the requirements of EASA AD</p>

	<p>2010-0210, which is superseded, expands the Applicability to all A318, A319 and A320 aeroplanes, and expands the batch of affected P/N prohibited to be installed on an aeroplane.</p> <p>This AD also retains the requirements of DGAC France AD 2001-0380, which is superseded, which required modification of the OWS and its aspirator.</p>												
Effective Date:	[TBD: 14 days after final AD issue date]												
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 36 months after 15 September 2001 [the effective date of DGAC France AD F-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, prior to the effective date of this AD, modifications of LH and RH OWS and their aspirators have been accomplished 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) Within 39 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 D.</p> <p>(6) From the effective date 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 style="text-align: center;">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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D31865-107	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 5 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</p>												

	compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none">1. This Proposed AD will be closed for consultation on 17 January 2014.2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.