


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2013-0011</b>	
	<b>Date: 15 January 2013</b>	
<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 EC 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>		
<b>Design Approval Holder's Name:</b>	<b>Type/Model designation(s):</b>	
AIRBUS	A318, A319, A320 and A321 aeroplanes	
TCDS Number:	EASA.A.064	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 56</b>	<b>Windows – Cockpit Sliding Window Seals – Inspection / 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, A320-111, 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 aeroplanes, all manufacturer serial numbers.	
Reason:	<p>Several occurrences have been reported on A320 family aeroplanes of PPG sliding windows that were difficult to operate after landing.</p> <p>The investigation results revealed that when a seal having Part Number (P/N) 22-17-7640-1 or P/N 22-17-7640-2 is installed on a sliding window, closure of the window can create a vacuum between the 2 tubes of the pressure seal, leading to the window remaining stuck to the frame on the fuselage side, due to suction effect.</p> <p>This condition, if not detected and corrected, could lead to the functional loss of the sliding window as an exit, possibly preventing the flight crew from safely evacuating the aeroplane during an emergency.</p> <p>For the reasons described above, this AD requires a one-time detailed inspection (DI) of the sliding windows and its seal to identify the affected sliding window seals and, depending on findings, accomplishment of the applicable corrective actions.</p>	
Effective Date:	29 January 2013	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 750 flight cycles or 750 flight hours or 4 months, whichever occurs first after the effective date of this AD, accomplish a DI of the left-hand (LH) and right-hand (RH) sliding windows and sliding window seals in order to identify the P/N of each window and seal in accordance with the instructions of Airbus Service Bulletin (SB) A320-56-1016.</p> <p>A review of aeroplane maintenance records is acceptable to make this determination, in lieu of the instructions of Airbus SB A320-56-1016, if the P/N and manufacturing dates of the installed sliding windows and sliding window seals can be conclusively identified from that review.</p> <p>(2) If, during the DI as required by paragraph (1) of this AD, a sliding window P/N is identified as listed in Table 1 of this AD without modification amendment M, and sliding window seals P/N 22-17-7640-1 or P/N 22-17-7640-2 are installed, before next flight, modify the sliding window seal in accordance with the instructions of Airbus SB A320-56-1015.</p> <p style="text-align: center;">Table 1 – Affected PPG Sliding Windows P/N</p> <table border="1" data-bbox="804 739 1203 1048"> <thead> <tr> <th>LH</th> <th>RH</th> </tr> </thead> <tbody> <tr> <td>NP165312-1</td> <td>NP165312-2</td> </tr> <tr> <td>NP165312-3</td> <td>NP165312-4</td> </tr> <tr> <td>NP165312-5</td> <td>NP165312-6</td> </tr> <tr> <td>NP165312-7</td> <td>NP165312-8</td> </tr> <tr> <td>NP165312-9</td> <td>NP165312-10</td> </tr> <tr> <td>NP165312-11</td> <td>NP165312-12</td> </tr> </tbody> </table> <p>(3) For sliding windows, identified as affected as required by paragraph (2) of this AD, replacement of a sliding windows seal P/N 22-17-7640-1 (LH) or P/N 22-17-7640-2 (RH) with a seal P/N 22-17-7640-3 (LH) or P/N 22-17-7640-4 (RH), respectively, is an acceptable alternative method to comply with the modification requirement of paragraph (2) of this AD. The replacement of the window seals can be accomplished in accordance with the sliding window installation/removal instructions as provided in the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual, sub section 56-12-11, Page Block 401.</p> <p>(4) Aeroplanes on which Airbus modification 153512 (installation of sliding window with P/N NP165312-13 and NP165312-14 with improved seal) or modification 153534 (installation of sliding window with P/N NP165312-11 and NP165312-12 with amendment M) has been embodied in production are not affected by the requirements of paragraphs (1) and (2) of this AD, provided that no sliding window or sliding window seal has been replaced since first flight.</p> <p>(5) Aeroplanes on which Airbus modification 39587 (installation of affected seal on PPG sliding windows) has not been embodied in production are not affected by the requirements of paragraphs (1) and (2) of this AD, provided that no sliding window or sliding window seal has been replaced since first flight.</p> <p>(6) From the effective date of this AD, do not install on an aeroplane any PPG sliding window with a P/N listed in Table 1 of this AD with a seal having P/N 22-17-7640-1 or P/N 22-17-7640-2, unless the seal has been modified in accordance with the instructions of Airbus SB A320-56-1015, or PPG SB 165312-56-001.</p>	LH	RH	NP165312-1	NP165312-2	NP165312-3	NP165312-4	NP165312-5	NP165312-6	NP165312-7	NP165312-8	NP165312-9	NP165312-10	NP165312-11	NP165312-12
LH	RH														
NP165312-1	NP165312-2														
NP165312-3	NP165312-4														
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NP165312-7	NP165312-8														
NP165312-9	NP165312-10														
NP165312-11	NP165312-12														
<p>Ref. Publications:</p>	<p>Airbus SB A320-56-1015 original issue dated 14 September 2012.</p>														

	<p>Airbus SB A320-56-1016 original issue dated 14 September 2012.</p> <p>PPG Aerospace SB 165312-56-001 original issue dated 29 February 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. This AD was posted on 28 November 2012 as PAD 12-154 for consultation until 31 December 2012. 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>