



Airworthiness Directive

AD No.: 2016-0043

Issued: 04 March 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: 18 March 2016

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes DGAC France AD F-2004-072 (EASA approval 2004-5335) dated 26 May 2004, and EASA AD 2011-0160R2 dated 24 January 2013.

ATA 25 – Equipment / Furnishings – Escape Slide Rafts – 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, A320-211, 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:

Two occurrences were reported on Airbus A320 family aeroplanes where the escape slide raft inflation system did not deploy when activated. This was due to the rotation of the cable guide in a direction, which resulted in jamming of the inflation control cable. Additionally, one case was reported where the system did not deploy properly due to a cracked inflation hose fitting. Investigation conducted by Air Cruisers Company, the slide raft manufacturer, showed that the hose fitting could be subject to a bending moment, if improperly packed. Consequently, the hose fitting could separate from the reservoir and the inflation of the slide raft would be impaired.



This condition, if not corrected, could delay the evacuation from the aeroplane in case of emergency, possibly resulting in injury to the occupants.

To address this potential unsafe condition, DGAC France issued AD F-2004-072, to introduce an inflation hose retainer preventing an incomplete inflation of emergency escape slides, which could delay passenger evacuation, and EASA issued AD 2011-0160 (later revised twice) to require modification of the affected slide rafts or replacement thereof with modified units.

Since EASA AD 2011-0160R2 was issued, Air Cruisers developed a modification of the slide and slide/raft, part of the escape slide pack assemblies, to improve its deployment. Modified slides and slide/rafts are identified by a different Part Number (P/N); consequently, also the escape slide pack assemblies are identified by a different P/N.

For the reasons described above, this AD retains the requirements of DGAC France AD F-2004-072 (EASA approval 2004-5335) and EASA AD 2011-0160R2, which are superseded, and requires installation of modified escape slide pack assemblies.

Appendix 1 of this AD provides a comprehensive list of escape slide pack assemblies P/N that, at the issue date of the AD, are not approved for further installation on any aeroplane.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Restatement of the requirements of DGAC France AD F 2004-072:

- (1) Before 30 June 2007, modify all door emergency escape slide pack assemblies, having a P/N as identified in Table 1 of Appendix 1 of this AD, in accordance with the instructions of Airbus Service Bulletin (SB) A320-25-1338.

Restatement of the requirements of EASA AD 2011-160R2:

- (2) Within 36 months after 09 September 2011 [the effective date of the original issue of EASA AD 2011-0160], modify the escape slide pack assemblies, having a P/N as identified in Table 2 of Appendix 1 of this AD, in accordance with the instructions of SB A320-25-1723 or Airbus SB A320-25-1724, as applicable to aeroplane models.
- (3) Replacement of all affected escape slide pack assemblies on an aeroplane with escape slide pack assemblies 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 (2) of this AD for that aeroplane.

New requirements of this AD:

- (4) Within 36 months after the effective date of this AD, replace each escape slide pack assembly, having a P/N identified as "old" in Appendix 2 of this AD, with a new escape slide pack assembly, having the corresponding P/N identified as "new" in Appendix 2 of this AD.
- (5) Modification of an aeroplane in accordance with the instructions of the original issue or of the revision 1 of Airbus SB A320-25-1B81, or SB A320-25-1B82, or SB A320-25-1B83, or SB A320-25-1B84, as applicable to aeroplane model and escape slide pack assembly P/N, is an



acceptable method of compliance with the requirements of paragraph (4) of this AD for that aeroplane.

Note: Escape slide pack assembly not installed on an aeroplane, and having a P/N identified as “old” in Appendix 2 of this AD, can be modified to the corresponding P/N, identified as “new” in Appendix 2 of this AD, in accordance with AirCruiser VSB 004-25-96 or AirCruiser VSB 004-25-97, as applicable.

- (6) An aeroplane on which Airbus modification (mod.) 151459 or mod. 151502 has been embodied in production is not affected by the requirements of paragraph (1) and (2) of this AD, provided it is determined that no escape slide pack assembly, having a P/N as identified in Table 1, or Table 2, or Table 3 of Appendix 1 of this AD, is installed on that aeroplane at the effective date of this AD.
- (7) An aeroplane on which Airbus mod. 156766 or mod. 156767 or mod. 156768 or mod. 156769 or mod. 156770 has been embodied in production is not affected by the requirements of paragraph (1), (2) and (4) of this AD, provided it is determined that no escape slide raft, having a P/N identified in Table 1, or Table 2, or Table 3 of Appendix 1 of this AD, or having a P/N identified as “old” in Appendix 2 of this AD, is installed on that aeroplane at the effective date of this AD.
- (8) Do not install on any aeroplane an escape slide pack assembly, having a P/N identified as “old” in Appendix 2 of this AD, as required by paragraph (8.1) or (8.2) of this AD, as applicable.
 - (8.1) For an aeroplane with an escape slide pack assembly installed having a P/N identified as “old” in Appendix 2 of this AD: After modification of that aeroplane as required by paragraph (4) of this AD.
 - (8.2) For an aeroplane that does not have an escape slide pack assembly installed having a P/N identified as “old” in Appendix 2 of this AD: From the effective date of this AD.
- (9) From the effective date of this AD, do not install on any aeroplane an escape slide pack assembly having a P/N as identified in Table 1, or Table 2, or Table 3 of Appendix 1 of this AD.
- (10) Installation of an escape slide pack assembly, having a P/N approved after the effective date of this AD, is equal to compliance with the requirements of paragraph (4) of this AD, provided the conditions as specified in paragraphs (10.1) and (10.2) of this AD are met.
 - (10.1) The P/N must be approved by EASA, or approved under Airbus Design Organisation Approval (DOA); and
 - (10.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Airbus DOA.

Ref. Publications:

Airbus SB A320-25-1338 original issue, dated 09 November 2003, and revision 1, dated 05 August 2004.



Airbus SB A320-25-1723 original issue, dated 17 December 2010.

Airbus SB A320-25-1724 original issue, dated 17 December 2010.

Airbus SB A320-25-1B81 original issue, dated 13 August 2015, and revision 1, dated 10 December 2015.

Airbus SB A320-25-1B82 original issue, dated 13 August 2015, and revision 1, dated 10 December 2015.

Airbus SB A320-25-1B83 original issue, dated 31 July 2015, and revision 1, dated 10 December 2015.

Airbus SB A320-25-1B84 original issue, dated 31 July 2015, and revision 1, dated 10 December 2015.

Air Cruisers / Aerazur SB A320 004-25-85, dated 30 November 2010.

Air Cruisers Company SB A320 004-25-96 original issue, dated 09 July 2015.

Air Cruisers Company SB A320 004-25-97 original issue, dated 09 July 2015.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 28 January 2016 as PAD 16-013 for consultation until 25 February 2016. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. 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

Table 1 - Air Cruisers and Aerazur Escape Slide Pack Assemblies, affected by paragraph (1) of this AD

P/N	
D31516-111	D31517-111
D31516-113	D31517-113
D31516-115	D31517-115
D31516-117	D31517-117
D31516-311	D31517-311
D31516-313	D31517-313

Table 2 - Air Cruisers and Aerazur Escape Slide Pack Assemblies, affected by paragraphs (2) and (3) of this AD (if fitted with a Reservoir and Valve Assembly P/N D18309-105 or P/N D18309-205)

P/N	
D30664-105	D30665-105
D30664-107	D30665-107
D30664-109	D30665-109
D30664-305	D30665-305
D30664-307	D30665-307
D30664-309	D30665-309
D30664-311	D30665-311

Table 3 - Air Cruisers and Aerazur Escape Slide Pack Assemblies, not approved for further installation on any aeroplane

P/N	
D30664-101	D30665-101
D30664-103	D30665-103
D31516-101	D31517-101
D31516-103	D31517-103
D31516-105	D31517-105
D31516-107	D31517-107
D31516-109	D31517-109



Appendix 2

Air Cruisers Escape Slide Pack Assemblies, affected by paragraph (4) of this AD

Escape Slide Pack Assembly P/N – Old	Escape Slide Pack Assembly P/N - New
D30664-405	D30664-605
D30664-407	D30664-607
D30664-409	D30664-609
D30664-505	D30664-705
D30664-507	D30664-707
D30664-509	D30664-709
D30664-511	D30664-711
D30665-405	D30665-605
D30665-407	D30665-607
D30665-409	D30665-609
D30665-505	D30665-705
D30665-507	D30665-707
D30665-509	D30665-709
D30665-511	D30665-711
D31516-119	D31516-619
D31516-121	D31516-621
D31516-123	D31516-623
D31516-125	D31516-625
D31516-315	D31516-615

Escape Slide Pack Assembly P/N – Old	Escape Slide Pack Assembly P/N - New
D31516-317	D31516-617
D31516-415	D31516-715
D31516-417	D31516-717
D31516-519	D31516-719
D31516-521	D31516-721
D31516-523	D31516-723
D31516-525	D31516-725
D31517-119	D31517-619
D31517-121	D31517-621
D31517-123	D31517-623
D31517-125	D31517-625
D31517-315	D31517-615
D31517-317	D31517-617
D31517-415	D31517-715
D31517-417	D31517-717
D31517-519	D31517-719
D31517-521	D31517-721
D31517-523	D31517-723
D31517-525	D31517-725

