



Airworthiness Directive

AD No.: 2024-0057

Issued: 28 February 2024

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A321 aeroplanes

Effective Date: 13 March 2024

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2024-0048 dated 16 February 2024.

ATA 25 – Equipment/Furnishings – Escape Slide and Offwing Slide Inflation Reservoir Venting Holes – Inspection / Replacement

Manufacturer(s):

Airbus, formerly Airbus Industries

Applicability:

A321-251NX, A321-252NX, A321-253NX, A321-271NX and A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The AOT: Airbus Alert Operators Transmission (AOT) A25N027-23 Revision 01.

The VSB: Safran Service Bulletin (SB) 005-25-45 Revision 01 or SB 005-25-46 Revision 01, as applicable.

Affected part: Any orifice fitting having Part Number (P/N) M3SP-303-004-E installed on a reservoir having a P/N as defined in Annex 1 of this AD and a serial number as identified in the VSB, except those that have been modified in accordance with the instructions of the AOT (original issue or Revision 01) or the VSB (original issue or Revision 01).



Serviceable part: Any orifice fitting, eligible for installation in accordance with instructions approved by Airbus, that is not an affected part.

Groups: Group 1 aeroplanes are those which have an affected part installed. Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:

Following a quality review during manufacturing, a quality escape was identified on A321NX Door 3 and Offwing inflation reservoirs' venting holes, where a torque strip indicator (material "Dykem") has been applied on the orifice fitting.

This condition, in combination with a slide reservoir pressure loss, if not detected and corrected, could lead to deployment in flight of a non-inflated slide, possibly resulting in damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT at original issue, which refers to the VSB at original issue, to provide instructions for inspection and corrective action(s) of certain affected parts. Consequently, EASA issued AD 2024-0048 to require a one-time general visual inspection (GVI) of those affected parts, and, in case of findings, replacement of the orifice fitting.

Since that AD was issued, Safran determined that additional parts are affected, while some other parts have been erroneously listed as affected in the original issue of the VSB. Consequently, Safran published the VSB Revision 01, including an updated list of serial numbers, and Airbus issued the AOT accordingly, requiring additional work.

For the reason described above, this AD partially retains the requirements of EASA AD 2024-0048, which is superseded and requires a one-time general visual inspection (GVI) of the affected parts, and, in case of findings, replacement of the orifice fitting.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspection(s):

- (1) For Group 1 aeroplanes: Within 3 months after 01 March 2024 [the effective date of EASA AD 2024-0048], accomplish a GVI of each affected part, except as specified in paragraph (2) of this AD, in accordance with the instructions of the AOT.
- (2) For aeroplanes that have Airbus modification (MOD) 161964 and MOD 161796 embodied in production, the inspection as required by paragraph (1) of this AD, does not need to be accomplished for affected parts installed on door 3 FIN position 7693MM and 7694MM.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, discrepancies, as defined in the AOT, are detected on an affected part, before next flight, replace that affected part with a serviceable part, in accordance with the instructions of the AOT.



- (4) Replacing a reservoir with a reservoir not having an affected part installed is an acceptable method to comply with the requirement of paragraph (3) of this AD for that aeroplane, as applicable.

Credit:

- (5) Inspections and corrective action(s), accomplished on an affected part before the effective date of this AD in accordance with the instructions of the original issue of the AOT are acceptable to comply with the requirements of paragraphs (1) and (3) of this AD, as applicable, for that affected part.

Parts Installation:

- (6) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

Ref. Publications:

Airbus AOT 25N027-23 original issue dated 16 January 2024, and Revision 01 dated 26 February 2024.

Safran SB 005-25-45 Revision 01 dated 09 February 2024.

Safran SB 005-25-46 Revision 01 dated 09 February 2024.

The use of later approved revisions of the above-mentioned 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 27 March 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be



installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com.



Annex 1 – Affected Parts and Locations

	P/N	Location	Functional Item Number (FIN)
Escape slide inflation reservoir	70197-101	Left-hand (LH) emergency exit door 3 slide, overhead storage compartment (OHSC)	7693MM
	70197-101	Right-hand (RH) emergency exit door 3 slide, OHSC	7694MM
Offwing slide inflation reservoir	70200-101	LH offwing slide, cargo compartment	7683MM
	70200-102	RH offwing slide, cargo compartment	7684MM
	70200-103	LH offwing slide, OHSC	7685MM
	70200-104	RH offwing slide, OHSC	7686MM

