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|    | <b>AIRWORTHINESS DIRECTIVE</b><br><b>No F-2005-155</b>             | Distribution:<br><b>B</b>  | Issue date:<br><b>August 31, 2005</b> | Page :<br><b>1/2</b>   |
|  | Direction générale de l'aviation civile France<br>GSAC publication | This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance. |                                       | <i>Translation of « Consigne de Navigabilité » of same number.<br/>         In case of difficulty, reference should be made to the French issue.</i> |
| <b>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</b> |  |  |                                       |  |
| Corresponding foreign Airworthiness Directive(s):<br><b>Not applicable</b>   |  | Airworthiness Directive(s) replaced:<br><b>None</b>  |                                       |  |
| Person in charge of airworthiness:<br><b>AIRBUS SAS</b>  |  | Type(s):<br><b>A321 aircraft</b>   |                                       |  |
| Type certificate(s) No. <b>180</b><br>TCDS No <b>180</b>   |  |  |                                       |  |
| ATA chapter:<br><b>25</b>  | Subject:<br><b>Escape slide failure at doors 2 and 3</b>           |  |                                       |  |

#### 1. **EFFECTIVITY:**

AIRBUS A321 aircraft, all certified models and serial numbers that are equipped with escape slide PN 62292-105, 62292-106, 62293-105 or 62293-106.

Aircraft on which no modification/replacement of escape slides at doors 2 and 3 has been performed since embodiment of AIRBUS modification 34989 in production are not affected by the requirements of this Airworthiness Directive (AD).

#### 2. **REASONS:**

Some cases of slide damage and deflation have been reported during deployment tests at doors 2 and 3 of the A321.

Analysis has shown that the slide may inflate too fast compared to the associated door release. If there is a delay during the opening of the door, the inflatable slide may exercise a pressure on this not yet opened door, which can result in damage to the inflatable slide.

A slide not inflated correctly may disrupt passenger emergency evacuation.


For such reason, this AD renders mandatory the removal of one of the two inflating vacuums in order to reduce the speed of the slide inflation.

#### 3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

Before September 10, 2008, modify the slides PN 62292-105, 62292-106, 62293-105 or 62293-106 in accordance with the instructions given in AIRBUS Service Bulletin A320-25-1416.

#### 4. **REFERENCE PUBLICATION:**

AIRBUS Service Bulletin A320-25-1416  
 Any further approved revision of this document is acceptable.

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5. **EFFECTIVE DATE:**

September 10, 2005.

6. **REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:  
AIRBUS SAS - Office of Airworthiness - EAS - Fax 33 5 61 93 44 51.

7. **APPROVAL:**

This AD is approved under EASA reference No 2005-6190 dated August 22, 2005.