

ALERT OPERATORS TRANSMISSION - AOT

SUBJECT: ATA 25 – Slide raft and Escape slide reservoir pressure check

AIRCRAFT TYPE: A318,A319,A320,A321

OUR REF.: A25N019-19 Rev 00 dated 23-DEC-2019

1. AIRCRAFT AFFECTED

All A320 family aircraft equipped with slide raft and escape slide Part Numbers (PN), listed below, except the aircraft with inflation reservoir connected to CABIN INTERCOMMUNICATION DATA SYSTEM (CIDS).

PN details:

The Rupture Disc Assembly, PN B14268-1, installed on inflation valves, on the slide manufactured from April 2017 to March 2019 (included) installed on:

Slide PN: D30664-513, -515, -609, -709, and -711

Slide PN: D30665-513, -515, 609, and -709

The Rupture Disc Assembly, PN B14268-1, installed on inflation valves, on the slide manufactured from May 2017 to September 2018 (included) installed on:

Slide PN: D31516-717, -719, and -721

Slide PN: D31517-717, -715, and -721

The Rupture Disc Assembly, PN B14268-1, installed on inflation valves, on the reservoir manufactured from May 2017 to June 2018 (included) installed on:

Reservoir PN: 61639-203

The Rupture Disc Assembly, PN B14268-1, installed on inflation valves, on the reservoir manufactured from March 2018 to May 2018 (included) installed on:

Reservoir PN: 70197-101

The Rupture Disc Assembly, PN B14268-1, installed on inflation valves, on the reservoir manufactured from February 2018 to June 2018 (included) installed on:

Reservoir PN: 70200-101, -102, -103, -104

The above PNs are installed on the following locations:

Location	PN
Slide Raft, FWD door	D30664-515, -609, -709, and -711
Wide Slide, FWD door	D30664-513
Slide Raft, AFT door	D30665-515, 609, and -709
Wide Slide, AFT door	D30665-513,
Slide, FWD door	D31516-717, -719, and -721
Slide, AFT door	D31517-717, -715, and -721
Reservoir, door 2 and 3, A321 CEO/NEO	61639-203
Reservoir, door 3 LH/RH, A321 NEO ACF	70197-101
Reservoir, offwing slide, LH A321 NEO ACF, cargo compartment	70200-101
Reservoir, offwing slide, RH A321 NEO ACF, cargo compartment	70200-102
Reservoir, offwing slide, LH A321 NEO ACF, Overhead storage compartment (OHSC)	70200-103
Reservoir, offwing slide, RH A321 NEO ACF, OHSC	70200-104

ALERT OPERATORS TRANSMISSION - AOT

Locations of the slides, to be visually inspected at repetitive interval as per this AOT:

Aircraft Standard	Door 1	Door 2	Door 3	Door 4
ST1: A320	X			X
ST2: A321	X	X	X	X
ST3: A319	X			X
ST4: A318	X			X
ST5: A320 NEO	X			X
ST6: A321 NEO	X	X	X	X
ST7: A319 NEO	X			X
ST8: A321 NEO ACF	X		X	X

2. REFERENCED DOCUMENTATION

2.1 APPENDIX

- MODs list introducing inflation reservoir connected to CIDS. Ref: MODs list.xlsx
- Ref: AOT Flow Chart

2.2 REFERENCES

Ref. 1: AMM Task ref 25-62-00-210-001-A - Check Door and Offwing Escape Slide/Raft Inflation Reservoir Pressure

Ref. 2: AMM ref 25-62-44-04 CONF 00 - Slide - Escape, FWD AND AFT - Removal/Installation

Ref. 3: AMM ref 25-62-46-04 CONF 00 - Reservoir - Inflation, Offwing Escape Slide- Removal/Installation

Ref. 4: AMM ref 25-62-49-04 CONF 00 - Reservoir - Inflation, Door 2/3 - Removal/Installation

Ref. 5: MPD Task ref 256241-01-1- Door Escape Slide- Check Door/Emergency Exit/Off wing Escape Slide/Raft Inflation Reservoir Pressure

Ref. 6: MMEL 25-62-01 Cabin Door Slide or Slide Raft

Ref. 7: MMEL 25-62-02 Cabin Overwing Exit Slide

Ref. 8: CCOM 14-030 EMERGENCY CABIN EVACUATION

3. REASON

This AOT is issued to inform the A320 family operators about possible findings of pressure depletion on emergency slide and to request repetitive pressure checks of the slide reservoir.

All slide reservoirs installed (*affected slide PN are mentioned in this AOT, section 1. AIRCRAFT AFFECTED>>> PN details*) on aircraft are concerned by this AOT.

ALERT OPERATORS TRANSMISSION - AOT

3.1 FACTS

The rupture disc assembly is part of a safety feature installed in the slide pressure reservoir valve, which is activated in high pressure conditions and releases gas to prevent the reservoir from being damaged under high pressure conditions. The burst disc has a pre-defined value at which it is activated (approx. 4200 - 5000 psig at 160° F).

One instance of loud bang on aircraft from the field was reported and was confirmed resulting from the activation of the rupture disc fitted on the slide reservoir.

In the reported case, the inspection team found the slide reservoir pressure indicating “Zero” pressure.

Investigation has shown that the rupture disc assemblies manufactured between April 2017 and March 2019 could potentially be activated below their designed activation pressure of 4200 – 5000 psig at 160°F.

There is a MPD Ref. 5 to check the slide reservoir pressure every 12 months or 1000 FC.



Figure1: Example of the location of Rupture Disc on reservoir

3.2 CONSEQUENCES

The failure of the rupture disc will result in a sudden loss of the reservoir pressure and the slide will remain unusable. Slide with depleted gas reservoir will not function in case of emergency as per CCOM Ref. 8.

3.3 AIM

The aim of this AOT is to recommend repetitive visual inspections of the reservoir pressure of the slide, installed on the aircraft, pending the replacement of the affected rupture disc has been performed, when VSB is available.

4. SHORT TERM ACTION

All the A320 family operators having slide raft or escape slide (except for the offwing emergency exit door) not connected to CIDS for pressure monitoring in Flight Attendant Panel (FAP) are recommended to perform repetitive visual inspections of reservoir pressure in accordance with AMM Ref. 1.

The interval of the repetitive check is 50 days or 100 Flight Cycles (FC), whichever occurs first.

ALERT OPERATORS TRANSMISSION - AOT

NOTE: This AOT is expected to be classified mandatory by an equipment Airworthiness Directive (AD) with the VSB from Safran to replace the rupture disc. The accomplishment instructions marked as Required for Compliance (RC) must be done to comply with the AD. "RC" is indicating these paragraphs accordingly.

NOTE: The accomplishment instructions of this AOT include procedures given in other documents or in other sections of the AOT. When the words 'refer to' are used and the operator has a procedure accepted by the local authority he belongs to, the accepted alternative procedure can be used. When the words 'in accordance with' are used then the given procedure must be followed.

NOTE: The access and close-up instructions, not comprising return to service tests, in this AOT do not constitute or affect the technical intent of the AOT. Operators can therefore, as deemed necessary, omit or add access and/or close-up steps to add flexibility to their maintenance operations as long as the technical intent of the AOT is met within the set parameters.

4.1 PLANNING AND MANPOWER

4.1.1 RC - ACCOMPLISHMENT TIMESCALE

Airbus recommends to perform repetitive visual inspections of reservoir pressure of all the slides (not connected to CIDS for pressure monitoring in FAP) installed on the aircraft after the 50 days or 100 FC, whichever occurs first for all affected aircraft, from the date of issuance of this AOT.

Repetitive inspection: Each 50 days or 100 FC, whichever occurs first.

4.1.2 MANPOWER

The estimated time to perform inspection on one slide is 0.10 M/H

4.2 DESCRIPTION

To perform this AOT, the AMM Ref. 1 should be applied on the slide installed on the aircraft (*affected slide PN are mentioned in this AOT, section 1. AIRCRAFT AFFECTED>>> PN details*) at the location listed below:

Standard	Door 1	Door 2	Door 3	Door 4
ST1: A320	X			X
ST2: A321	X	X	X	X
ST3: A319	X			X
ST4: A318	X			X
ST5: A320 NEO	X			X
ST6: A321 NEO	X	X	X	X
ST7: A319 NEO	X			X
ST8: A321 NEO ACF	X		X	X

For the offwing emergency exit door, the slide inflation reservoir is connected to CIDS and the low pressure warning is displayed on the FAP. Hence, no repetitive visual check is required. In case of slide reservoir low pressure indication on the FAP, a removal and installation of the reservoir in accordance with AMM Ref. 3 is required.

Refer to AOT flow chart for inspection/action to be carried out as per this AOT.

ALERT OPERATORS TRANSMISSION - AOT

4.2.1 ACCESS

As per AMM Ref 1.

4.2.2 RC – INSPECTION REQUIREMENTS

Visual inspection in accordance with AMM Ref. 1, as per applicability of the MSN.

4.2.3 RC - FINDINGS

In case of slide reservoir pressure not found in line with AMM Ref. 1, either apply MMEL Ref. 6 or MMEL Ref. 7 or replace the slide or reservoir prior next flight as per:

- AMM Ref. 2 **or**
- AMM Ref. 3 **or**
- AMM Ref. 4,

depending on the door slide location.

In case of low pressure indication on the FAP, the cabin crew is required to inform the maintenance crew to check the affected slide reservoir pressure as per AMM Ref. 1 and to take the appropriate action as per findings.

However, this AOT will still be applicable on the replaced slide, if the new slide is still equipped with the affected rupture disc (i.e. VSB not applied).

4.3 SPARE AND TOOLING

Not Applicable

5. FURTHER INFORMATION

5.1 FOLLOW-UP PLAN

An EASA AD is anticipated. The AOT will be revised, when the VSB and VSIL will be issued.

5.2 IMPACTED DOCUMENTATION

Not Applicable

6. AOT APPROVAL

The technical content of this document is approved under the authority of DOA nr. EASA.21J.031.

7. REPORTING

Questions about this AOT are to be addressed to Airbus Customer Services through [TechRequest](#) on Airbus World, selecting Engineering Domain, Section Engineering Support and ATA 25-62/ Topic AOT A25N019-19 Slide raft and Escape slide reservoir pressure check

As per latest reporting policy (Ref to OIT 999.0018/16), inspection results (with or without findings) are to be addressed to Airbus Customer Services through the generic e-mail address: inspection.results@airbus.com.

Best Regards,

ALERT OPERATORS TRANSMISSION - AOT

Christian FREMONT
VICE PRESIDENT ENGINEERING SUPPORT
CUSTOMER SERVICES

Jean-Pierre GOMEZ
VICE PRESIDENT A320 PROGRAMME
CUSTOMER SERVICES