適航指令發布單
Airworthiness Directive Issuance Form

民航局 AD 編號 AD number	CAA-2022-05-011	發布日期 Date issued	2022/5/25
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A321-251NX, A321-252NX, A321-253NX, A321-271NX and A321-272NX aeroplanes, manufacturer serial numbers as listed in the AOT.		
主旨摘要 Subject	Doors – Airbus Cabin Flex / Overwing Emergency Exit Slide Release Mechanism – Inspection		

民航局
CAA
☐本國產品
Native product

☐其他個案
Other

設計國民航主管機構
Original Authority

☐FAA
■EASA
☐Brazil
☐Transport Canada Civil Aviation
☐DGAC
☐Germany LBA
☐CAA-NL
☐UK CAA
☐Japan CAB
☐CAA of Israel
☐Other_____

設計國 AD 編號 Original AD number	2022-0090

1. 直接採用原 AD 之內容?(Is the original AD directly adopted?)
   ■是(Yes) ☐否(No) _
   a. 生效日期另訂為(Re-specify the effective date as)：_____
   b. 執行時限另訂為(Re-specify the compliance time or period as)：_____
2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?)
   ☐是(Yes) ■否(No)

備註 Note	ATA 52. Ref. Publications: Airbus AOT A52N014-22 original issue dated 21 March 2022, or Revision 01 dated 19 April 2022.

註：
1. AD 內容後附。
2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。
3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, e-mail：adcaa@mail.caa.gov.tw

Note：
1. The AD text is enclosed.
2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval.
3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, e-mail：adcaa@mail.caa.gov.tw

European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2022-0090

Issued: 18 May 2022

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: 01 June 2022

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Airbus Cabin Flex / Overwing Emergency Exit Slide Release Mechanism – Inspection

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Manufacturer(s):

Airbus

Applicability:

Airbus A321-251NX, A321-252NX, A321-253NX, A321-271NX and A321-272NX aeroplanes, manufacturer serial numbers as listed in the AOT.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A52N014-22 Revision 01.

Reason:

During an emergency slide deployment test on an A321NEO Airbus Cabin Flex (ACF) overwing emergency exit, the slide did not deploy. Investigation identified that the slide release mechanism cable junction was disconnected inside the surrounding collets and knurled sleeve nut. The mushroom head connector was not inserted into the T-slot cable joint.

This condition, if not detected and corrected, could prevent emergency slide deployment, possibly resulting in injury to occupants during an emergency evacuation.

To address this potential unsafe condition, Airbus issued the AOT, providing instructions to inspect the slide release mechanism cable lockwire and junction and the associated corrective actions.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the installation of the ACF overwing emergency exit slide release mechanism on both left-hand (LH) and right-hand (RH) sides of the fuselage.

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

Required as indicated, unless accomplished previously:

Inspection:

(1) Within 4 months after the effective date of this AD, accomplish a DET of the slide release mechanism cable lockwire and junction of each ACF overwing emergency exit, on both LH and RH sides, in accordance with the instructions of the AOT.

Corrective Action(s):

(2) If, during the DET as required by paragraph (1) of this AD, discrepancies are detected, as defined in the AOT, accomplish the applicable corrective action(s) within the compliance time as defined in, and in accordance with the instructions of, the AOT.

Credit:

(3) Inspection and corrective action(s), accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus AOT A52N014-22 at original issue, are acceptable to comply with the requirements of paragraph (1) and (2) of this AD for that aeroplane.

Ref. Publications:

Airbus AOT A52N014-22 original issue dated 21 March 2022, or Revision 01 dated 19 April 2022.

The use of later approved revisions of the above-mentioned document 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.

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 S.A.S. – Airworthiness Office – IIASA;
E-mail: account.airworth-eas@airbus.com.