

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2001-052 R2</b>	Distribution: <b>B</b>	Issue date: <b>March 17, 2004</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France  GSAC publication	This Airworthiness Directive is published by the DGAC: <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number.          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): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>2001-052 R1</b>		
Person in charge of airworthiness: <b>AIRBUS</b>		Type(s): <b>A340-200/300 aircraft</b>		
Type certificate(s) No. <b>183</b> TCDS No <b>183</b>				
ATA chapter: <b>53</b>	Subject: <b>Doors - Pax/crew and emergency exit doors - Girt bar slider mechanism</b>			

### 1. EFFECTIVITY:

AIRBUS A340 aircraft, models -211, -212, -213, -311, -312 and -313, all serial numbers.

**Note 1:** No additional work is required for operators having shown compliance to this Airworthiness Directive (AD) at original issue or revision 1.

### 2. REASONS:

This AD results from an escape slide deployment test performed on an A330 aircraft.

The test has shown that a component of the slide release mechanism (slider) was found unserviceable (spring function inoperative due to corrosion or missing).

If not corrected, this defect may lead the slide to become detached from the door once inflated.

The aim of this Revision 1 is:

- to revise the "Applicability" paragraph which limits AIRBUS A340 aircraft models as listed in the paragraph 1,
- to introduce MPD task 521000-07-1 for doors type A as an equivalent means of compliance to the repetitive inspection required by this AD.

The aim of this Revision 2 is to introduce MPD task 522200-09-1 for doors type 1 as an equivalent means of compliance to repetitive inspection required by this AD.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

Unless already accomplished, the following measures are rendered mandatory from the effective date of this AD at original issue:



**AIRWORTHINESS DIRECTIVE**  
**No F-2001-052 R2**

Distribution:

**B**

Issue date:

**March 17, 2004**

Page:

**2/2**

**3.1.** Not later than 18 months in-service or within 550 flight hours following the effective date of this AD at original issue, whichever occurs later, inspect and, in case a slider is found without locking function, repair or replace before next flight in accordance with the instructions given in AIRBUS All Operator Telex (AOT) A340-52-A4075 issued August 02, 2000.

**3.2.** Repeat the inspection at intervals not exceeding 18 months in accordance with the instructions given in AIRBUS AOT A340-52-A4075 R1 issued January 03, 2001.

**Note 2:** Strict adherence to the repetitive MPD task 521000-07-1 for doors type A and MPD task 522200-09-1 for doors type 1 instructions constitutes an equivalent means of compliance to fulfill the requirements of this AD.

**4. REFERENCE PUBLICATIONS:**

AIRBUS All Operator Telex A340-52-A4075.

Original issue dated August 02, 2000 or any further approved revision of this AOT is acceptable for compliance with § 3.1. above.

Revision 1 dated January 03, 2001 or any further approved revision of this AOT is acceptable for compliance with § 3.2. above.

**5. EFFECTIVE DATES:**

**Original issue** : February 17, 2001  
**Revision 1** : September 27, 2003  
**Revision 2** : March 27, 2004.

**6. REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS – Gérard MEUREY – Fax : 33 5 61 93 45 80.

**7. APPROVAL:**

This AD Revision is approved under EASA reference No 2004-2112 dated March 09, 2004.