

# AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 1998-482-122(B) R1  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A319/A320/A321 Aircraft

Passenger door and emergency door actuator striker mechanism (ATA 52)

#### APPLICABILITY :

AIRBUS INDUSTRIE A319, A320 and A321 aircraft, all certified models having not received AIRBUS INDUSTRIE modification 26015 (doors 1 and 4 for A319, A320 and A321 aircraft) and AIRBUS INDUSTRIE modification 26211 (doors 2 and 3 for the A321 aircraft) or AIRBUS INDUSTRIE Service Bulletin A320-52-1094 at revision 1.

#### REASON :

To prevent jamming of the passenger door and emergency door actuator mechanism that could delay the evacuation of passengers during an emergency, accomplish the following actions.

#### ACTIONS :

For A319/A320 passenger doors 1 and 4 left and right hand side and for A321 passenger/emergency doors 1, 2, 3 and 4 left and right hand side :

1. Unless already accomplished, before 36 months after entry in service or within 500 flight hours counted from May 4, 1996 (effective date of Airworthiness Directive 96-093-080(B) original issue), whichever occurs later, perform a detail visual inspection of both striker and guide valve of all A319/A321/A320 passenger doors actuators and of all A321 emergency doors actuators in accordance with the instructions given in AIRBUS INDUSTRIE All Operators Telex AOT 52-12 R1 dated May 9, 1996.
2. If corrosion is found, refer to MMEL or prior to further flight remove and replace defect striker mechanism(s) by either new unit(s) or temporarily reinstallation of the striker mechanism providing that the corrosion has been removed, parts cleaned so that there is no abnormal play between the striker and its guide and there is free movement of the striker in its guide.

In this case within 18 months from visual inspection mandated at § 1., remove and replace striker mechanism(s) by new unit(s) and reidentify the door actuator assy in accordance with instructions given in AIRBUS INDUSTRIE Service Bulletin A320-52-1094 at revision 1.

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3. Before 36 months from the latest inspection, repeat the detail visual inspection of both striker and guide valve of all A319/A320/A321 passenger doors and of all A321 emergency doors in accordance with the instructions given in AIRBUS INDUSTRIE All Operators Telex AOT 52-12R1, if corrosion is found, apply action 2. of this Airworthiness Directive, if not, modify all door striker mechanisms in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A320-52-1094 at revision 1 for aircraft having not applied AIRBUS INDUSTRIE Service Bulletin A320-52-1094 at original issue.
4. On aircraft on which AIRBUS INDUSTRIE Service Bulletin A320-52-1094 original issue has already been accomplished, within 18 months from the effective date of this Airworthiness Directive, reidentify the door actuator assys in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A320-52-1094 at revision 1.

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This Airworthiness Directive cancels and replaces CN 96-093-080(B) R2 dated October 22, 1997.

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This Revision 1 replaces AD 98-482-122(B) dated December 02, 1998.

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REF. : AIRBUS INDUSTRIE All Operators Telex  
A320 AOT 52-12R1 dated May 9, 1996  
AIRBUS INDUSTRIE Service Bulletin A320-52-1094 Revision 1  
(or any further approved revision).

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**EFFECTIVE DATES :**

**Original AD : DECEMBER 12, 1998**  
**Revision 1 : MAY 1<sup>st</sup>, 1999**