

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. : 98-507-085(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A330 Aircraft

Type A passenger / crew doors and emergency exit type 1 doors -
Door actuator striker mechanism (ATA 52)

1. APPLICABILITY :

AIRBUS INDUSTRIE A330 aircraft, series -301, -321, -322, -341 and -342 :

- having not received AIRBUS INDUSTRIE modification 45090 or 45155 or 45197 or,
- equipped with passenger/crew and emergency exit doors type A having not received AIRBUS INDUSTRIE modification 45904 nor AIRBUS INDUSTRIE Service Bulletin A330-52-3048 or,
- equipped with passenger/crew type A and emergency exit type 1 doors having not received AIRBUS INDUSTRIE modifications 45904 and 45905 nor AIRBUS INDUSTRIE Service Bulletin A330-52-3048.

2. REASONS :

Prevent the jamming of the passenger/crew door and emergency door actuator mechanism which could keep the door from being power assisted during its opening in an emergency condition.

3. COMPLIANCE :

3.1. The following measures were rendered mandatory by the Airworthiness Directive 96-195-037(B).

3.1.1. Unless already accomplished, before 36 months after entry in service or within 500 flight hours counted from October 05, 1996 (effective date of Airworthiness Directive 96-195-037(B) - original issue -), whichever occurs later, perform a detailed visual inspection of both striker and valve guides of all passenger/crew and emergency door actuators in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A330-52-3038.

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3.1.2. If corrosion is found :

- refer to MMEL or
- prior to further flight remove and replace defect striker mechanism(s) by new unit(s) or
- temporarily reinstall the striker mechanism provided 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, remove and replace striker mechanism(s) by new unit(s).

3.1.3. For all aircraft, before 36 months, repeat a detailed visual inspection as described in paragraph 3.1.1. of this Airworthiness Directive at intervals of 36 months in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A330-52-3038. If corrosion is found, apply action of paragraph 3.1.2 of this Airworthiness Directive. If not, modify all door striker mechanisms in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A330-52-3048 for aircraft having not applied AIRBUS INDUSTRIE Service Bulletin A330-52-3038.

3.2. Not later than 36 months counted from the last inspection which precedes the effective date of this AD , modify all door actuator mechanism of pax/crew and emergency doors (Type A or Type 1) in accordance with AIRBUS INDUSTRIE Service Bulletin A330-52-3048.

Note : The repeat inspection as per paragraph 3.1.3. of this Airworthiness Directive is cancelled after accomplishment of AIRBUS INDUSTRIE Service Bulletin A330-52-3048.

REF. : AIRBUS INDUSTRIE Service Bulletin A330-52-3038
(or any further approved revision)
AIRBUS INDUSTRIE Service Bulletin A330-52-3048
(or any further approved revision)

This Airworthiness Directive replaces Airworthiness Directive 96-195-037(B) which is cancelled by its Revision 2.

EFFECTIVE DATE : DECEMBER 26, 1998