

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. : 2000-159-146(B) R2
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A340-200/-300 aircraft

Mid, aft and emergency Type A pax/crew doors (doors No. 2, 3 and 4) -
Emergency operation cylinder (ATA 52)

1. APPLICABILITY:

AIRBUS A340 aircraft, models -211, -212, -213, -311, -312 and -313, all serial numbers, which have received embodiment in production of one of these AIRBUS modifications:

- Mod. 44330 (pax/crew doors/mid and aft),
- Mod. 44332 (Type A emergency),

and which have not received embodiment of AIRBUS modification 47896.

The pax/crew door PN installed by modifications 44330 and 44332 are the following:

Mid pax/crew doors (No. 2) and emergency exit doors Type A (No. 3):

F521703000000LH,
F5217030000100RH
or,
F5217030000200LH,
F5217030000300RH.

Aft pax/crew doors (No. 4):

F521706000000LH,
F5217060000100RH
or,
F5217060000200LH,
F5217060000300RH.

This Airworthiness Directive (AD) applies in the same extent to a mid pax/crew door or aft pax/crew door or emergency exit doors (Type A) on an in-service aircraft which has not received initially embodiment in production of the modification 44330 et 44332 and this aircraft is fitted with a door which has been replaced with a PN quoted here below.

Note: The forward pax/crew doors and Type 1 emergency doors are not concerned by the requirements of this AD.

2. REASONS:

Whilst performing an adjustment check of the aft pax/crew door emergency operation cylinder by an A340 operator, an incorrect position of the release mechanism on both aft pax/crew right and left doors has been reported.

The adjustment of mid and emergency exit Type A pax/crew doors could be also inadequate.

If the stop is not in its correct position, the power-assisted emergency opening of the door could be prevented.

In case of an emergency evacuation, a proper deployment of the emergency slides would not operate without any manual assistance.

Revision 1 of this AD introduces the modification 47896 (terminating action) in the APPLICABILITY paragraph.

Revision 2 of this AD consists of revising the "APPLICABILITY" paragraph which limits AIRBUS A340 aircraft models as listed in the paragraph 1.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

To ensure a reliable function of the emergency operation cylinder in the event of an emergency evacuation, the following measures are rendered mandatory from the effective date of this AD at original issue, unless already accomplished:

- Within 500 flight hours from effective date of this AD at original issue, accomplish the instructions given in paragraph 4 of AIRBUS All Operator Telex A340-52A4072 dated March 06, 2000.

REF.: All Operator Telex AIRBUS A340-52A4072 dated March 06, 2000
Any further approved revision of this AOT is acceptable.

This Revision 2 replaces the AD 2000-159-146(B) R1 dated June 28, 2000.

EFFECTIVE DATES:

Original AD : APRIL 15, 2000
Revision 1 : JULY 08, 2000
Revision 2 : SEPTEMBER 27, 2003