

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. : 2000-160-120(B) R1
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A330 aircraft

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

APPLICABILITY:

All AIRBUS INDUSTRIE A330 aircraft, certified in all models which have received embodiment in production of one of these AIRBUS INDUSTRIE modifications:

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

and which have not received embodiment of AIRBUS INDUSTRIE modification 47896.

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

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

F5217030000000LH,
F5217030000100RH
or,
F5217030000200LH,
F5217030000300RH

Aft pax/crew doors (No. 4):

F5217060000000LH,
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 P/N quoted here below.

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

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June 28, 2000

AIRBUS INDUSTRIE
A330 aircraft

2000-160-120(B) R1

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.

ACTIONS:

To ensure a reliable function of the emergency operation cylinder in the event of an emergency evacuation, the following measures are rendered mandatory upon 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 INDUSTRIE All Operator Telex (A.O.T.) A330-52A3059 dated March 06, 2000.

REF.: All Operator Telex (A.O.T.) A330-52A3059 dated March 06, 2000
Any further approved revision of this AOT is acceptable

This Revision 1 replaces the AD 2000-160-120(B) dated April 05, 2000.

EFFECTIVE DATES:

Original AD : APRIL 15, 2000

Revision 1 : JULY 08, 2000