	AIRWORTHINESS DIRECTIVE No F-2004-040	Distribution: B	Issue date: March 31, 2004	Page : 1/2
Direction générale de l'aviation civile France	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>	
GSAC publication	<i>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.</i>			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2003-342 cancelled by its Revision 1		
Person in charge of airworthiness: AIRBUS		Type(s): A321 aircraft		
Type certificate(s) No. 180 TCDS No 180				
ATA chapter: 52	Subject: Emergency exit door 2 and 3 - Hold open mechanism			

1. **EFFECTIVITY:**

AIRBUS A321 aircraft, all certified models, all serial numbers, except aircraft that have received AIRBUS modification 33426 in production or AIRBUS Service Bulletin (SB) A320-52-1121 in service.

2. **REASONS:**

During normal maintenance operation on an A321, one operator has reported that it was impossible to lock the emergency doors 2 and 3 in open position.

Investigations revealed that the actuating rod length increases with water absorption and prevent from the locking of the door in open position.

The door unlocking in the open position could impair passenger evacuation.


Airworthiness Directive (AD) 2003-342, which dealt with the same subject, mandated repetitive checks of the door hold open mechanism and proposed an interim solution.

This AD replaces AD 2003-342 and restates its requirements until mandatory accomplishment of the final modification (replacement of the four emergency exit door release mechanism rods by new ones made of material not sensitive to water).

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

3.1. For aircraft that have not incorporated the interim solution as defined in paragraph 4.2.2. of AOT A320-52A1120 at its original issue, Revision 1 or 2, on all 4 emergency exit doors:

3.1.1. Unless already accomplished, within 600 flight hours following September 13, 2003 [the effective date of AD 2003-342], inspect the hold open mechanism of all emergency doors 2 and 3 and apply all necessary corrective actions in accordance with instructions given in AIRBUS All Operator Telex (AOT) A320-52A1120 at its original issue, Revision 1 or Revision 2,

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3.1.2. Repeat this inspection and apply all necessary corrective actions at intervals not exceeding 600 flight hours in accordance with instructions given in AIRBUS AOT A320-52A1120 Revision 2.

3.2. For all aircraft:

Not later than January 31, 2006, modify the four emergency exit door release mechanism rods, in accordance with SB A320-52-1121.

This modification renders void the requirements of the above paragraph 3.1. No further action is required.

4. REFERENCE PUBLICATIONS:

AIRBUS All Operator Telex A320-52A1120 original issue,
AIRBUS All Operator Telex A320-52A1120 Revision 1.
AIRBUS All Operator Telex A320-52A1120 Revision 2.
AIRBUS Service Bulletin A320-52-1121
(Any later approved revision of these documents is acceptable).

5. EFFECTIVE DATE:

April 10, 2004.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:
AIRBUS - Fax 33 5 61 93 44 51.

7. APPROVAL:

This AD is approved under EASA reference No 2004-3057 dated March 23, 2004.