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| EASA | AIRWORTHINESS DIRECTIVE | |
|  | AD No.: 2008-0192 | |
| | Date: 21 October 2008 | |
| <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p> | | |
| <p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p> | | |
| Type Approval Holder's Name : | Type/Model designation(s) : | |
| AIRBUS | "Corvette" SN 601 aircraft | |
| TCDS Number : | France No 147 | |
| Foreign AD : | Not applicable | |
| Supersedure : | None | |
| ATA 52 | Doors – Passenger/Crew door – Modification | |
| Manufacturer(s): | AIRBUS (formerly Airbus-France, Aerospatiale-Matra-Airbus, Société Nationale Industrielle AEROSPATIALE) | |
| Applicability: | "Corvette" SN 601 aircraft, all serial numbers. | |
| Reason: | <p>A Corvette aircraft experienced an air leak at the passenger/crew door level while in cruise, leading to a rapid cabin depressurization.</p> <p>The investigations showed that this depressurisation resulted from the combination of inadequate adjustment, deterioration and wear of door mechanism parts. This led the inter-door stops to escape laterally, and subsequently, to air leaking through the gaps induced between the lower and upper doors.</p> <p>This AD requires the embodiment of Corvette Service Bulletin No 52-14 which aims to improve the indication of the inter-door hooks position on the passenger/crew door, and to ease the checking operation by the crew.</p> | |
| Effective Date: | 04 November 2008 | |
| Required action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously :</p> <p>Before 31 December 2008, replace the inter-door locking hook indexes on the passenger/crew door and install index plates indicating position of the lateral hooks in accordance with the instructions of Corvette Service Bulletin No 52-14.</p> | |

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| Ref. Publications: | Corvette Service Bulletin No 52-14, at original issue. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD. |
| Remarks : | <ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. This AD was posted on 01 October 2008 as PAD 08-109 for consultation until 15 October 2008. No comments were received during the consultation period.3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu.4. For any question concerning the technical content of the requirements in this AD, please contact: Mr Jean-Luc WEISSE (Chief Engineer) Tel: +33 561180591, E-mail jean-luc.weisse@airbus.com Or Mr Frédéric CHARPY (Chief Airworthiness Engineer) Tel: +33 561184139, E-mail frederic.charpy@airbus.com |