

FAA-04-19863-4

Docket 2003-NM-29

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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. : 2002-637(B) R1
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A319, A320 and A321 aircraft

Passenger door - Slide raft telescopic girt bar (ATA 52)

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DEPT OF TRANSPORTATION
DOCKETS

1. APPLICABILITY:

AIRBUS A319, A320 and A321 aircraft, all certified models, all serial numbers (MSN) having received AIRBUS modification (mod.) 20234 (installation of a telescopic girt bar for slide raft) in production or AIRBUS Service Bulletin (SB) A320-25-1055 or A320-25-1218 in-service, except aircraft that have received mod. 31708 in production or SB A320-52-1112 Revision 02 in service.

From MSN 1500 except MSN 1503, all aircraft having received mod 20234 in production have been delivered with slide raft telescopic girt bars which are not affected by paragraph 3.1. and 3.2. of this Airworthiness Directive (AD).

The applicability of this AD is defined considering that the affected telescopic girt bars are still fitted on their original door/aircraft.

Operators which could have changed the girt bar aircraft affectation and will not be able to determine the origin have to consider that their whole fleet is affected by this AD.

2. REASONS:

Operators have reported several cases of slide raft telescopic girt bar becoming detached from the door sill fittings.

Investigation of the affected girt bar revealed that the trigger mechanism was not operational due to an incorrectly machined chamfer on the girt bar itself.

Additional investigations have revealed, on certain telescopic girt bars, non-conformity to the definition of the girt bar trigger end. In such case, during emergency evacuation, the slide raft could fail to deploy.

AD 2001-165(B) was issued to mandate a test of "non retraction" of the telescopic girt bar.

AD 2001-275(B) replaced AD 2001-165(B) and was issued to mandate the installation of a temporary repair associated with a repetitive inspection.

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April 16, 2003	AIRBUS A319, A320 and A321 aircraft	2002-637(B) R1
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FRENCH AD

This AD replaces AD 2001-275(B) and restates its requirements until mandatory accomplishment of a definitive modification (replacement of the sliding part of the girt bar by a new one equipped with a larger trigger).

The Revision 1 of this AD introduces an alternatif mean of compliance to paragraph 3.3. hereafter.

3. **COMPLIANCE:**

- 3.1. Within 1,500 flight hours from July 21, 2001 [the effective date of AD 2001-275(B)], modify the girt bars in accordance with the instructions given in AIRBUS AOT A320-52A1111.
- 3.2. Every 18 months, inspect all telescopic girt bars modified in accordance with the above paragraph 3.1. and apply all necessary corrective actions in accordance with the instructions given in AOT A320-52A1111.
- 3.3. Not later than December 31, 2006, modify the girt bar, in accordance with AIRBUS SB A320-52-1112 Revision 02.

This modification renders void the requirements of the above paragraphs 3.1. and 3.2. No further action is required.

Note: The girt bars that have been modified in accordance with AIRBUS SB A320-52-1112 at original issue or at Revision 01 are compliant with the requirements of this AD.

REF.: AIRBUS AOT A320-52A1111 dated July 05, 2001
AIRBUS Service Bulletin A320-52-1112 Revision 02
(Any further approved revision of these documents is acceptable).

La présente CN remplace la CN 2001-275(B) qui est annulée.

This Revision 1 replaces original AD 2002-637(B) issued on December 24, 2002.

EFFECTIVE DATES :

Original issue : JANUARY 04, 2003
Revision 1 : APRIL 26, 2003