


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0178</b></p> <p><b>Date: 25 July 2014</b></p> <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 EU 748/2012, Part 21.A.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 AD applies, except in accordance with the requirements of that AD, 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>		
<p><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A318, A319, A320 and A321 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.064</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<b>ATA 53</b>	<b>Fuselage – Passenger Door Girt Bar Fittings – Inspection</b>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 154966 has been embodied in production.</p>	
<p>Reason:</p>	<p>During final assembly line process, several AFT passenger door lower fitting gaps were found excessive and out of tolerance between two parts of the girt bar fittings. The gap contributes to the correct locking of the girt bar during the door lifting movement, ensuring the retention of the girt bar when the loads applied on the girt by the slide are directed from the outside to the inside. If the gap is too large, there is a risk that the girt bar, when subjected to these loads, will detach from one of the girt bar fittings.</p> <p>This condition, if not detected and corrected, could lead to the separation of the slide/slide-raft from the fuselage, making the emergency exit inoperative and, consequently, significantly reducing the safety margin for the occupants during an evacuation.</p> <p>For the reason described above, this AD requires a detailed inspection (DET) to check the gap between the two parts of the girt bar fittings, on AFT passenger doors, left-hand (LH) and right-hand (RH) sides, and, depending on findings, accomplishment of the applicable corrective actions.</p>	
<p>Effective Date:</p>	<p>08 August 2014</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 36 months after the effective date of this AD, accomplish a DET of the girt bar fittings of the AFT passenger doors, LH and RH sides, and, before next flight after the DET, depending on findings, accomplish all applicable corrective actions in accordance with the instructions of Airbus Service Bulletin (SB) A320-53-1289.</li> <li>(2) For an aeroplane that has been modified to a configuration where the LH and/or RH AFT passenger door is permanently inoperative and/or deactivated, the DET and, depending on findings, corrective action(s) as specified in paragraph (1) of this AD must be accomplished before next flight after reactivation of the affected AFT passenger door(s) on that aeroplane.</li> </ol>
<p>Ref. Publications:</p>	<p>Airbus SB A320-53-1289 original issue, dated 28 May 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 12 June 2014 as PAD 14-098 for consultation until 10 July 2014. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>