

---

## AIRWORTHINESS DIRECTIVE

---

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

---

### Airbus Industrie A319, A320 and A321 Series Aeroplanes

**AD/A320/217**

**Emergency Exit Door 2 and 3 - Hold  
Open Mechanism**

**6/2008**

**Applicability:** All Airbus A321 aircraft, except aircraft that have received Airbus modification 33426 in production or Airbus Service Bulletin (SB) A320-52-1121 in service.

**Requirement:** Modify the four emergency exit door release mechanism rods, in accordance with SB A320-52-1121.

*Note: DGAC F-2004-040 refers.*

**Compliance:** Within 30 days of the Effective Date of this Airworthiness Directive.

This Airworthiness Directive becomes effective on 5 June 2008.

**Background:** During normal maintenance operation on an A321, one operator has reported that it was impossible to lock the emergency doors 2 and 3 in the open position. Investigations revealed that the actuating rod length increases with water absorption and can prevent the door from locking in the open position. The door failing to lock in the open position could impair passenger evacuation.



David Villiers  
Delegate of the Civil Aviation Safety Authority

16 April 2008