
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/A320/227**Cockpit Door Latch/Striker Assembly****11/2008**

Applicability: Aircraft models listed in Table 1, all serial numbers, if equipped with cockpit door electrical latch/striker assembly Part Number (P/N) AR4714-1 or AR4714-3.

Table 1

A318-111	A319-113	A320-111	A320-231	A321-211
A318-112	A319-114	A320-211	A320-232	A321-212
A318-121	A319-115	A320-212	A320-233	A321-213
A318-122	A319-131	A320-214	A321-111	A321-231
A319-111	A319-132	A320-215	A321-112	A321-232
A319-112	A319-133	A320-216	A321-131	

Requirement:

1. Replace the P/N AR4714-1 and AR4714-3 cockpit door latch/striker assemblies with modified units (Modification 35218) in accordance with Airbus Service Bulletin (SB) A320-25-1444 Initial Issue dated 29 April 2005, Revision 1 dated 19 July 2005, Revision 2 dated 1 August 2006 or later Revision approved by the European Aviation Safety Agency (EASA).
2. P/N AR4714-1 or AR4714-3 cockpit door latch/striker assemblies may not be installed on any aeroplane as a replacement spare.

Note: EASA AD 2008-0151 refers.

Compliance: For Requirement 1 - Not later than 31 March 2009.

For Requirement 2 - After 31 March 2009.

This Airworthiness Directive becomes effective on 23 October 2008.

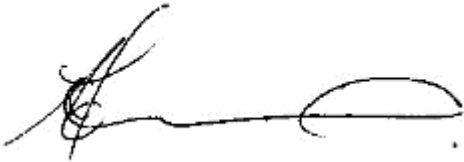
Background: An A320 aircraft experienced an event where it was not possible to open the reinforced cockpit door, even after power had been removed from the aircraft. Investigation has identified that the cockpit door latch/striker assembly may have overheated, causing permanent internal damage prior to being electrically isolated by the internal thermal fuse. This condition, in case of a rapid decompression in the cockpit, would prevent the necessary unlocking/opening of the door, which may lead to failure of the aircraft structure.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/227 (continued)

To prevent this, an improved strike package/door bolting system, including a Polymer Positive Temperature Coefficient (PPTC) element (overheat protection) was introduced by Airbus Modification 35219 in production and modification 35218 (SB A320-25-1444) in-service. The PPTC is a resettable thermistor and is installed on the frame of the electrically-operated cockpit door latch/striker assembly.

The in-service implementation of this modification was originally managed by an Airbus campaign but the rate of installation by operators has not met the expected timescales, making mandatory action necessary to address this.



Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

9 September 2008