



Airworthiness Directive

AD No.: 2022-0213R1

Issued: 08 November 2022

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: Revision 1: 15 November 2022
Original issue: 03 November 2022

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2022-0213 dated 20 October 2022.

ATA 52 – Doors – Passenger Door / External Handle Mechanism – Cleaning / Lubrication

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

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, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

For the purpose of this AD, the following definitions apply:

The AOT: Airbus Alert Operators Transmission (AOT) A52N015-22 Revision 01.

Affected door: A passenger door listed in the AOT, except serviceable doors.



Serviceable door: Any passenger door, eligible for installation, that is not an affected door; or an affected door on which cleaning and lubrication of the external door handle mechanism has been accomplished since aeroplane date of manufacture in accordance with the instructions of the AOT, or Airbus A318/A319/A320/A321 Aircraft Maintenance Manual (AMM) task 12-22-52-640-006, or Maintenance Planning Document (MPD) task 521121-01-1, or Maintenance Review Board Report (MRB) task 52.10.00/03, or AOT A52N015-22 original issue, section 5.6, paragraph (3) and (4), as applicable.

Groups: Group 1 aeroplanes are those that have an affected door installed.
Group 2 aeroplanes are those that do not have an affected door installed.

Note: An aeroplane with an MSN not listed in the AOT is a Group 2 aeroplane, provided it is determined that no affected door has been installed on the aeroplane since the aeroplane date of manufacture.

Aeroplane date of manufacture: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

Reason:

Occurrences were reported where the passenger door external handle flap was not retrieving its normal 'flush' position when closing the door. Subsequent investigation determined that, on the production line of one door supplier, Corrosion Protection Compound had been inadvertently applied to the moveable parts of the mechanism, which led to a sticky effect and prevented the flap from moving back into normal position.

This condition, if not corrected, could, depending on the external handle flap position, inhibit opening the door from the inside, or allow the door to open and automatically disarming the slide/raft, which would result in its non-automatic deployment. Both scenarios could delay a safe evacuation of aeroplane occupants during an emergency situation.

To address this potential unsafe condition, Airbus issued the AOT providing instructions for cleaning and lubrication of the moveable parts of the mechanism. Consequently, EASA issued AD 2022-0213 to require a one-time cleaning and lubrication of the external door handle mechanism of each affected door.

This AD is revised to add credit for actions accomplished in accordance with the instructions of Airbus AOT A52N015-22 original issue, section 5.6, paragraph (3) and (4).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Cleaning and Lubrication:

- (1) For Group 1 aeroplanes: Within 4 months after 03 November 2022 [the effective date of the original issue of this AD], clean and lubricate the moveable parts of the external door handle mechanism of each affected door in accordance with the instructions of the AOT.



Credit:

- (2) Cleaning and lubrication of the moveable parts of the external door handle mechanism of an affected door, accomplished before 03 November 2022 [the effective date of the original issue of this AD] in accordance with the instructions of AMM task 12-22-52-640-006, or MPD task 521121-01-1, or MRB task 52.10.00/03, or AOT A52N015-22 original issue, section 5.6, paragraph (3) and (4), as applicable, is an acceptable method to comply with the requirements of this AD for that affected door.

Parts Installation:

- (3) For Group 1 and Group 2 aeroplanes: From 03 November 2022 [the effective date of the original issue of this AD, it is allowed to install on any aeroplane an affected door, provided it is a serviceable door, as defined in this AD.

Ref. Publications:

Airbus AOT A52N015-22 original issue dated 21 July 2022, or Revision 01 dated 04 October 2022.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com.

