

Repetitive Inspections

(a) Within 500 flight hours after the effective date of this AD, or within 36 months after the airplane's date of manufacture, whichever occurs later: Determine if Airbus Modification(s) 45090, 45155, 45197, 45904, 45905, 26015, 26211, 11549, or 12024, as applicable, has been done. If the applicable modification(s) has been done, no further action is required by this AD. If the applicable modification(s) has not been done, before further flight, do the inspections required by paragraph (b) of this AD.

(b) Perform the inspections required by paragraphs (b)(1) and/or (b)(2) of this AD, as applicable, in accordance with Airbus Service Bulletin A300-52-0168, Revision 02, excluding Service Bulletin Acceptance/Rejection Sheet (for Model A300 B2 and B4 series airplanes); A300-52-6052, Revision 02, excluding Service Bulletin Acceptance/Rejection Sheet (for Model A300-600 series airplanes); or A310-52-2058, Revision 02, excluding Service Bulletin Acceptance/Rejection Sheet (for Model A310 series airplanes); all dated October 25, 1999; A330-52-3038, Revision 01, dated December 2, 1996 (for Model A330 series airplanes); A340-52-4048, Revision 03, dated June 10, 1997 (for Model A340 series airplanes); or Airbus All Operator Telex (AOT) 52-12, Revision 1, dated May 9, 1996 (for Model A319, A320, and A321 series airplanes); as applicable. Although certain service bulletins reference a reporting requirement, such reporting is not required by this AD. Repeat the inspections thereafter at intervals not to exceed 3 years:

(1) For Model A321, A330, and A340 series airplanes: Do a detailed inspection of the striker and guide valve of the emergency door actuators for corrosion.

(2) *For all airplanes:* Do a detailed inspection of the striker and guide valve of the passenger door actuators for corrosion.

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Note 3: Additional service information regarding the required inspections on Airbus Model A300 B2 and B4, A300-600, and A310 series airplanes is provided in RATIER-

FIGEAC Service Bulletin 701-5000-52-9, Revision 1, dated October 10, 1996.

Corrective Action

(c) If any corrosion is found during any inspection required by paragraph (b) of this AD, before further flight, accomplish either paragraph (c)(1) or (c)(2) of this AD, in accordance with Airbus Service Bulletin A300-52-0168, Revision 02, excluding Service Bulletin Acceptance/Rejection Sheet (for Model A300 B2 and B4 series airplanes); A300-52-6052, Revision 02, excluding Service Bulletin Acceptance/Rejection Sheet (for Model A300-600 series airplanes); or A310-52-2058, Revision 02, excluding Service Bulletin Acceptance/Rejection Sheet (for Model A310 series airplanes); all dated October 25, 1999; A330-52-3038, Revision 01, dated December 2, 1996 (for Model A330 series airplanes); A340-52-4048, Revision 03, dated June 10, 1997 (for Model A340 series airplanes); or Airbus AOT 52-12, Revision 1, dated May 9, 1996 (for Model A319, A320, and A321 series airplanes); as applicable. Although certain service bulletins reference a reporting requirement, such reporting is not required by this AD.

(1) Clean the corroded areas of the emergency actuator striker mechanism to restore proper function, and re-install the mechanism; and, within 18 months after the corrosion is found, replace the mechanism with a serviceable part; or

(2) Replace the emergency actuator striker mechanism with a serviceable part.

(d) Inspections and corrective action done before the effective date of this AD in accordance with Airbus Service Bulletin A300-52-0168, dated December 4, 1996, or Revision 01, dated March 26, 1998; A300-52-6052, dated December 4, 1996, or Revision 01, dated March 26, 1998; or A310-52-2058, dated December 4, 1996, or Revision 01, dated March 26, 1998; are considered acceptable for compliance with the applicable actions specified in this amendment.

(e) Inspections and corrective action accomplished prior to the effective date of this AD in accordance with Airbus A320 Maintenance Planning Document, task number 521000-13-1, are considered acceptable for compliance with paragraphs (b) and (c) of this AD.

Terminating Action

(f) Within 36 months after the effective date of this AD: Modify the striker mechanism of the emergency and passenger door actuators (includes replacement of the existing copper diaphragm in the striker mechanism with an aluminum diaphragm

and re-identification of the actuators) in accordance with Airbus Service Bulletin A300-52-0173, Revision 01, dated September 7, 2000 (for Model A300 B2 and B4 series airplanes); A300-52-6061, Revision 01, dated September 7, 2000 (for Model A300-600 series airplanes); A310-52-2065, Revision 01, dated September 7, 2000 (for Model A310 series airplanes); A330-52-3048, Revision 01, dated December 2, 1998 (for Model A330 series airplanes); A340-52-4059, Revision 01, dated December 2, 1998 (for Model A340 series airplanes); or A320-52-1094, Revision 02, dated April 7, 1999 (for Model A319, A320, and A321 series airplanes); as applicable.

(g) Modification of the striker mechanism accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A320-52-1094, Revision 1, dated June 17, 1998, is considered acceptable for compliance with paragraph (f) of this AD.

Part Installation

(h) As of the effective date of this AD, no person shall install a passenger door or emergency door actuator on any airplane without first inspecting that actuator in accordance with paragraph (b) of this AD; and repairing, if necessary, in accordance with paragraph (c) of this AD.

Alternative Methods of Compliance

(i) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(j) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(k) The actions shall be done per the applicable Airbus service information in the following table:

TABLE.—SERVICE INFORMATION

| Airbus service information | Revision level | Excluding | Date |
|--------------------------------------|----------------|--|--------------------|
| All Operator Telex (AOT) 52-12 | 1 | not applicable | May 9, 1996. |
| Service Bulletin A300-52-0168 | 02 | Service Bulletin Acceptance/Rejection Sheet. | October 25, 1999. |
| Service Bulletin A300-52-0173 | 01 | not applicable | September 7, 2000. |
| Service Bulletin A300-52-6052 | 02 | Service Bulletin Acceptance/Rejection Sheet. | October 25, 1999. |
| Service Bulletin A300-52-6061 | 01 | not applicable | September 7, 2000. |