
Subject: A321 Mid-Cabin Doors

Introduction

This bulletin covers the design and features of the A321 doors found at 2L/R and 3L/R. The primary purpose for these doors is to provide a means of emergency exit should an evacuation be necessary. Although these doors are very similar to the main entry/exit doors found on all narrow body Airbus aircraft, there are slight differences to be aware of.

All A320 pilots are required to view the A321 Mid-Cabin Doors training video prior to operating an A321 aircraft or May 30th, whichever occurs first. The video is available on the DeltaNet Flight Operations A319/320/321 fleet homepage. Click on 'A321 Mid-Cabin Doors Training Video' under the Training header.

Mid-Cabin Door Design and Features

Like the main entry/exit doors, the doors at 2L/R and 3L/R can be opened in the normal mode or emergency mode as determined by the position of the arming lever.

Note: Delta does not intend to use door 2L as a normal entry/exit door because of the risk of damage to the #1 engine when positioning the jetway.

When opening doors 2L/R and 3L/R in the emergency mode (arming lever in the ARMED position), a single lane slide deploys. These slides cannot be detached and used as flotation rafts in the event of a ditching.

Unlike the main entry/exit doors, the slides for these doors are located in an exterior compartment beneath each door and deploy through an enclosure panel visible on the lower fuselage. Additional differences include:

- Automatic delay in the door opening sequence after opening in the emergency mode (allows extra time for slide deployment and inflation)
- Installation of a door handle cover
- Manual inflation handle located in the upper right corner of the door frame (visible only when the door is open).

Mid Cabin Doors (2L/R and 3L/R)



Emergency Operation of Door

To open A321 2L/R and 3L/R doors in an emergency:

- 1 Assess conditions and verify door is armed.
- 2 Hold assist handle, move cover to reveal handle, and lift up on door handle and release. The door will lift up and open slightly, remaining in that position for 3-5 seconds. The power assist then takes over driving the door fully open.
- 3 If the power assist fails, attempt to open door manually, ensuring door locks against fuselage.
- 4 If the slide does not deploy/inflate, pull the manual inflation handle in upper right corner of door frame while holding assist handle or another sturdy part of aircraft.



The manual inflation handle is protected by a clear plastic cover which must be removed to access. When pulled, the manual inflation handle will extend 1-2 inches. It does not detach from the door frame.

Conclusion

The information in this bulletin will be incorporated into the appropriate manuals during their normal revision cycles.

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