


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0028R1</p> <p>Date: 29 May 2015</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name : AIRBUS</p>	<p>Type/Model designation(s) : A330 and A340 aeroplanes</p>	
<p>TCDS Numbers: EASA.A.004, EASA.A.015</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises EASA AD 2015-0028 dated 24 February 2015.</p>		
ATA 52	Doors – Potable Water Service Panel Access Door Latching Mechanism – Modification	
<p>Manufacturer(s): Airbus (Formerly Airbus Industrie)</p>		
<p>Applicability:</p>	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 aeroplanes, all Manufacturer Serial Number (MSN), except those on which Airbus modification (Mod) 201715, or Airbus Mod 201796, or Airbus Mod 201938 has been embodied in production.</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.</p>	
<p>Reason:</p>	<p>Several cases have been reported in which the potable water service panel access door was lost during flight, causing damage to the trimmable horizontal stabilizer. The results of subsequent investigations showed that these events were due to failure of the latching mechanism of the potable water service panel access door.</p> <p>This condition, if not corrected, could lead to further cases of in-flight loss of the potable water service panel access door, possibly resulting in injury to persons on ground and/or damage to the aeroplane.</p> <p>To address this condition, Airbus developed a modification and published Service Bulletin (SB) A330-52-3086, SB A340-52-4094 and SB A340-52-5019, to provide instructions for in-service accomplishment of that modification.</p> <p>Consequently, EASA issued AD 2015-0028 to require modification of the potable water service panel access door 164AR for A330/A340-200/-300 aeroplanes or 154BR for A340-500/-600 aeroplanes, which includes installation of reinforced hinge screws and more robust latches.</p> <p>Since that AD was issued, it was determined that aeroplanes that have</p>	

	<p>embodied Airbus Mod 201938 (Improvement of latching mechanism of potable water service panel) are also not affected by the requirements of this AD.</p> <p>For the reason described above, this AD is revised to exclude post-mod 201938 aeroplanes from the Applicability.</p>
Effective Date:	<p>Revision 1: 05 June 2015</p> <p>Original issue: 10 March 2015</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 36 months after 10 March 2015 [the effective date of the original issue of this AD], modify the affected potable water service panel access door in accordance with the instructions of Airbus SB A330-52-3086 Revision 01, or SB A340-52-4094 Revision 01, or SB A340-52-5019 Revision 01, as applicable to aeroplane type and model.</p> <p>(2) For aeroplanes that have already been modified, before 10 March 2015 [the effective date of the original issue of this AD], in accordance with the instructions of Airbus SB A330-52-3086 original issue, or SB A340-52-4094 original issue, or SB A340-52-5019 original issue, as applicable to aeroplane type and model, within 16 months after 10 March 2015 [the effective date of the original issue of this AD], accomplish the actions identified as 'additional work' in accordance with the instructions of Airbus SB A330-52-3086 Revision 01, or SB A340-52-4094 Revision 01, or SB A340-52-5019 Revision 01, as applicable to aeroplane type and model.</p> <p>(3) After modification of an aeroplane as required by paragraph (1) or (2) of this AD, ensure that the modification remains installed on that aeroplane, in compliance with the requirements of this AD.</p>
Ref. Publications:	<p>Airbus SB A330-52-3086 original issue dated 27 April 2012, or Revision 01 dated 25 April 2014.</p> <p>Airbus SB A340-52-4094 original issue dated 27 April 2012, or Revision 01 dated 25 April 2014.</p> <p>Airbus SB A340-52-5019 original issue dated 29 May 2012, or Revision 01 dated 25 April 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 17 December 2014 as PAD 14-174 for consultation until 14 January 2015. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.