

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0183
	Date: 31 August 2015 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.
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].	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330 and A340 aeroplanes
TCDS Numbers:	EASA.A.004, EASA.A.015
Foreign AD:	Not applicable
Supersedure:	None
ATA 25	Equipment / Furnishings – Passenger / Crew and Emergency Exit Door Slide and Slide Raft Attachments – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), and 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, except those aeroplanes where all escape slides and slide rafts installations have passed an inspection in accordance with the instructions of the applicable Airbus Maintenance Planning Document Task 25-62-41-02-1 or Airbus Maintenance Review Board Report Maintenance Schedule Item 25.62.00.
Reason:	During inspections of two different A330 aeroplanes before delivery, incorrect connection of the girt panel was noticed on one passenger (PAX) door 2 and one PAX door 4. Further investigation revealed that the quick release (girt) bar was incorrectly installed into the girt panel of the affected slide raft. This condition, if not detected and corrected, would cause the slide pack to remain attached to the door, preventing slide deployment during an emergency (door in “ARMED” mode), leading to reduced evacuation capacity from the aeroplane and possible injury to occupants. Further inspections at the Airbus final assembly line revealed a third case of incorrect installation of girt panel, on one emergency exit door. Prompted by these findings, Airbus issued Alert Operators Transmission (AOT) A25L004-15 to provide inspection instructions.

	For the reasons described above, this AD requires a one-time inspection of the escape slide and slide/raft attachments and, depending on findings, accomplishment of applicable corrective action(s).
Effective Date:	07 September 2015
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Note: This AD affects only slide rafts Part Number (P/N) 7A1508, P/N 7A1510, P/N 7A1539 and P/N 4A3934 series, and escape slides P/N 7A1509 and P/N 4A3928 series. (1) Within 30 days after the effective date of this AD, visually inspect the girt installation of each escape slide and slide raft in accordance with the instructions of Airbus AOT A25L004-15. For any door position where an affected slide raft or escape slide has been removed and re-installed, or replaced, the inspection of the girt installation of the slide raft or escape slide at that position does not have to be inspected as required by this AD. (2) If, during an inspection as required by paragraph (1) of this AD, the girt bar fitted into the girt of an escape slide, or the quick release bar fitted into the girt of a slide raft, is found to be incorrectly installed, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus AOT A25L004-15.
Ref. Publications:	Airbus AOT A25L004-15 original issue, dated 24 August 2015. The use of later approved revisions of this 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 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 – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.