



Notification of a Proposal to issue an Airworthiness Directive

AD No.: 21-053R1

Issued: 12 May 2021

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Change Approval Holder's Name:	Design Change Description(s):
SOCIETE AIR FRANCE S.A.	As defined in Table 1 of this AD

Effective Date: [TBD - standard: 14 days after AD issue date]

EASA STC Number(s): Supplemental Type Certificate (STC) 10068537, 10070605, 10064987 or 10072189

Minor Change No: CAS-A330-17-006 up to Revision 3 (inclusive)

Foreign AD: Not applicable

Supersedure: None

ATA 23, 44 – Communications / Cabin Systems – Removable Display Unit and Display Docking Station Attachment Interface – Operational Restriction / Inspection

Manufacturer(s):

Airbus and The Boeing Company

Applicability:

Airbus A330-202 aeroplanes, manufacturer serial numbers (MSN) 0883, 1057.

Airbus A330-203 aeroplanes, MSN 0442, 0443, 0448, 0458, 0465, 0481, 0498, 0500, 0502, 0503, 0516, 0519, 0567, 0584, 0657.

Airbus A340-313 aeroplanes, MSN 0194, 0268, 0207, 0245, 0246, and 0260.

Boeing 777-300ER aeroplanes, MSN 35676, 35677, 32962, 32846, 32963, 37433, and 32968.

Definitions:

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



Affected part: Display docking stations (DDS) and removable display units (RDU) having a Part Number (P/N) as listed in Table 2 of this AD.

The AFSB: Société Air France S.A. Alert Service Bulletin (AFSB) AFSB-A330-16-006A44-001, AFSB-A330-17-006A44-001 Revision 1, AFSB-A340-17-002A44-001, AFSB-A340-17-005A44-001 and AFSB-B777-17-007A44-001, as applicable.

Affected location: Zone 200, location where baby bassinet or cabin attendant seat (CAS) are present and where an affected part is installed.

Reason:

In-service occurrences were reported of RDU found undocked from the DDS hosting them. Further investigation identified that incorrect RDU installation or damaged DDS had caused these events. Potentially affected aeroplanes (MSN) were identified.

This condition, if not detected and corrected, could lead to detachment of an RDU, possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, Air France issued the AFSB, as defined in this AD, to provide instructions for inspection of the affected parts.

For the reasons described above, this AD requires removal of the affected part or implementation of a temporary operational restriction, until a one-time inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s) are completed.

Prompted by operator comments and, additionally, confirmation of the need to implement corrective action for affected part(s) which remained installed, this PAD is revised to list the affected MSNs and, depending on findings, require corrective action on affected parts.

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

Required as indicated, unless accomplished previously:

Table 1 – Affected STCs and Minor Mod

EASA STC / Mod No.	Embodiment Instruction	Description
10064987	AFSB-A340-17-005-25-001	A340 – Cabin Reconfiguration
10068537	AFSB-A330-16-006-25-001	A330-200 - Cabin Rearrangement and Installation of an In-Flight Entertainment System
10070605	AFSB-A340-17-002-25-001	A340 – Cabin Reconfiguration
10072189	AFSB-B777-17-007-25-001	Boeing 777 – 14J Cabin Reconfiguration
CAS-A330-17-006	AFSB-A330-17-006-25-001	A330 – In-Flight Entertainment System, In-Seat Power Supply System and WIFI Provision Installation



Operational Restriction / Removal of RDU:

- (1) Within 14 days after the effective date of this AD, for all affected locations, as defined in this AD, accomplish the action as specified in paragraph (1.1) or the action as specified in paragraph (1.2) of this AD, in accordance with the instructions of the AFSB.

(1.1) Mark the baby bassinet attachment points or CAS as inoperative.

(1.2) Remove each affected part, as defined in this AD, from the aeroplane.

Table 2 – Affected Parts

Part	P/N
DDS	00-5320-20, 00-5324-01, 00-5323-01 and 00-5327-01
RDU	00-5120-01, 00-5124-01, 00-5123-01 and 00-5127-01

Inspection:

- (2) For an aeroplane on which the baby bassinet attachment points or CAS were marked as inoperative, as specified in paragraph (1.1) of this AD, within 500 flight hours or 30 days, whichever occurs later after the effective date of this AD, inspect each affected part, as defined in this AD, in accordance with the instructions of the AFSB.

Corrective Action:

- (3) If, during the inspection as required by paragraph (2) of this AD, any discrepancies (as defined in the AFSB) are found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AFSB.

Removal of Operational Restriction:

- (4) After passing the inspection (no discrepancies found) as required by paragraph (2) of this AD, or after correcting any discrepancies in accordance with the requirements of paragraph (3) of this AD, as applicable, the operational restriction as implemented by paragraph (1.1) of this AD is no longer necessary and can be removed from that aeroplane.

Part Reinstallation:

- (5) From the effective date of this AD, it allowed to install on any aeroplane an affected part which was removed from an affected location, as specified in paragraph (1.2) of this AD, provided that during the installation the affected part has passed an inspection (no discrepancies found) or any discrepancies (as defined in the AFSB) have been corrected, as applicable, in accordance with the instructions of the AFSB.

Credit:

- (6) Inspection and corrective action(s) on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of AFSB-A330-17-006A44-001 at original issue, are acceptable to comply with the requirements of paragraphs (2), (3) and (4) or (5) of this AD, as applicable for that aeroplane.



Ref. Publications:

Société Air France S.A. AFSB-A330-16-006A44-001 original issue dated 22 October 2020.

Société Air France S.A. AFSB-A330-17-006A44-001 original issue dated 22 October 2020, or Revision 1 dated 11 March 2021.

Société Air France S.A. AFSB-A340-17-002A44-001 original issue dated 22 October 2020.

Société Air France S.A. AFSB-A340-17-005A44-001 original issue dated 22 October 2020.

Société Air France S.A. AFSB-B777-17-007A44-001 original issue dated 22 October 2020, or Revision 1 dated 22 April 2021.

Société Air France S.A. AFSB-A340-17-005-25-001 original issue dated 13 March 2018.

Société Air France S.A. AFSB-A330-16-006-25-001 original issue dated 31 January 2019, or Revision 1 dated 20 February 2019, or Revision 2 dated 12 June 2019.

Société Air France S.A. AFSB-A340-17-002-25-001 original issue dated 25 July 2019.

Société Air France S.A. AFSB-B777-17-007-25-001 original issue dated 13 January 2020, or Revision 1 dated 31 January 2020, or Revision 2 dated 02 July 2020.

Société Air France S.A. AFSB-A330-17-006-25-001 original issue dated 16 July 2018.

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

Remarks:

1. This Proposed AD will be closed for consultation on 26 May 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Air France PO.NI, F-95747 Roissy Charles de Gaulle Cedex France (postal address) Email: mail.doa.cs@airfrance.fr.

