



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-047R1

Issued: 17 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 Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 and A340 aeroplanes

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

TCDS Number(s): EASA.A.004, EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Doghouse Placard – Replacement

Manufacturer(s):

Airbus

Applicability:

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, A330-343, A330-841 and A330-941 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.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-25-3776, SB A340-25-4382 and SB A340-25-5244, as applicable.

The VSB: Bucher Vendor SB (VSB) 204XXX0-25-002 and Diehl VSB A4-252-25-012, as applicable.



Affected part: Doghouses installed in the passenger cabin, as identified in the VSB, except those modified in accordance with the instructions of the SB or the VSB, as applicable.

Groups: Group 1 aeroplanes are those that have an affected part installed.
Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

The door lock handling instruction of the affected part, which contains emergency equipment intended to minimise the effects of survivable accidents, is shown on a placard installed on the door close to the door lock. The current instruction given on this placard is unclear and incomplete, and could lead to incorrect operation of the doghouse door lock.

This condition, if not corrected, could lead to failure of the latch, blocking the door in the closed position and preventing access to the emergency equipment inside the affected part, possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, correct handling instructions were developed, and Airbus published the SB, to provide instructions for in-service placard replacement.

For the reasons described above, this AD requires installation of improved handling instruction placards on each affected part, as defined in this AD. This AD also prohibits installation of an affected part on any aeroplane.

After issuance of PAD 21-047, it was identified that some affected parts might have been removed from aeroplanes they were originally installed into, and might have been installed on other aeroplanes. It was therefore decided to expand the applicability of the (P)AD to all aeroplanes.

This PAD is revised accordingly and republished for additional consultation.

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

Required as indicated, unless accomplished previously:

Placard Installation:

- (1) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, remove the placard and install an improved handling instructions placard on each affected part in accordance with the instructions of the SB.

Part(s) Installation:

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install (see Note 1 of this AD) an affected part on any aeroplane.

Note 1: The removal of an affected part from a Group 1 aeroplane and subsequent re-installation of that affected part on the same aeroplane during a single maintenance visit does not constitute 'install' as specified in paragraph (2) of this AD.

Ref. Publications:

Airbus SB A330-25-3776 original issue dated 03 March 2021.



Airbus SB A340-25-4382 original issue dated 04 March 2021.

Airbus SB A340-25-5244 original issue dated 04 March 2021.

Bucher VSB 204XXX0-25-002 original issue dated 27 January 2021.

Diehl VSB A4-252-25-012 original issue dated 25 February 2021.

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 31 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: AIRBUS – IIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

