



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 22-095

**Issued:** 14 July 2022

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 S.A.S.

**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:** This AD supersedes EASA AD 2021-0136 dated 04 June 2021.

## 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 VSB1:** Bucher Vendor SB (VSB) 204XXX0-25-002 and Diehl VSB A4-252-25-012, both at original issue, as applicable.



**The VSB2:** Diehl VSB A4-252-25-012 Revision 01.

**Affected part batch 1:** Doghouses installed in the passenger cabin, as identified in the VSB1, except those modified in accordance with the instructions of the SB, the VSB1 or the VSB2, as applicable.

**Affected part batch 2:** Doghouses installed in the passenger cabin, as identified in the VSB2, except those modified in accordance with the instructions of the SB, the VSB1 or the VSB2, as applicable, and except those which are affected part batch 1.

**Groups:** Group 1 aeroplanes are those that have an affected part batch 1 installed.

Group 2 aeroplanes are those that have an affected part batch 2 installed

Group 3 aeroplanes are those that do not have an affected part (batch 1 or batch 2) 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. Consequently, EASA issued AD 2021-0136, requiring installation of improved handling instruction placards on each affected part batch 1, and prohibiting installation of an affected part batch 1 on any aeroplane.

Since that AD was issued, it has been determined that additional parts have to be modified. Diehl issued the VSB2, and Airbus revised the SB accordingly.

For the reason described above, this AD retains the requirements of EASA AD 2021-0136, which is superseded, and expands the list of affected parts to include affected part batch 2.

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

Required as indicated, unless accomplished previously:

##### Placard Installation:

- (1) For Group 1 aeroplanes: Within 12 months after 18 June 2021 [the effective date of EASA AD 2021-0136], remove the placard and install an improved handling instructions placard on each affected part batch 1 in accordance with the instructions of the SB.
- (2) For Group 2 aeroplanes: Within 6 months after the effective date of this AD, remove the placard and install an improved handling instructions placard on each affected part batch 2 in accordance with the instructions of the SB.



**Part(s) Installation:**

(3) Do not install an affected part (batch 1 or batch 2) on any aeroplane, as required by paragraph (3.1) or (3.2) of this AD, as applicable.

(3.1) For Group 1 and Group 2 aeroplanes: After modification of the aeroplane as required by paragraph (1) or (2) of this AD, as applicable.

(3.2) For Group 3 aeroplanes: From the effective date of this AD.

**Ref. Publications:**

Airbus SB A330-25-3776 original issue dated 03 March 2021 and Revision 01 dated 31 March 2022.

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 and Revision 01 dated 08 June 2021.

Diehl VSB A4-252-25-012 original issue dated 25 February 2021 and Revision 01 dated 01 April 2022.

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 11 August 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:airworthiness.A330-A340@airbus.com).

