

## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 24-079

**Issued:** 04 July 2024

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.

This 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:** None

### ATA 52 – Doors – Forward Passenger/Crew Doors – Inspection

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**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

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, A330-343, A330-841 and A330-941 aeroplanes, all manufacturer serial numbers; and

A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The SB:** Airbus Service Bulletin A330-52-3150, SB A340-52-4128 or SB A340-52-5035, as applicable.

**Aeroplane date of manufacture:** The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.

**Reason:**

Occurrences were reported of forward passenger/crew doors (Door 1L and Door 1R) jamming during slide deployment. Following investigations, it has been determined that those events were caused by door mis-rigging.

This condition, if not detected and corrected, could lead to unsuccessful slide deployment which, in case of an emergency, could prevent timely evacuation from the aeroplane, possibly resulting in injury to the occupants.

To address this potential unsafe condition, Airbus issued the SB, providing inspection instructions.

For the reason described above, this AD requires repetitive detailed inspections and, depending on findings, corrective action(s).

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

**Inspection(s):**

- (1) Within 24 months after the aeroplane date of manufacture, or 22 months after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 72 months, inspect the LH and RH forward passenger/crew doors in accordance with the instructions of the SB.

**Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the SB, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB.
- (3) If, after accomplishment of the corrective action as required by paragraph (2) of this AD, any discrepancy is still detected, as defined in the SB, before next flight, contact Airbus for further instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

**Terminating Action:**

- (4) Corrective action(s) accomplished on an aeroplane as required by paragraph (2) or (3) of this AD, as applicable, do not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless specified otherwise in Airbus instructions.

**Reporting:**

- (5) If, during any inspection as required by paragraph (1) of this AD, or following the accomplishment of corrective actions in accordance with the instructions of the SB, as required by paragraph (2) of this AD, as applicable, any discrepancy is detected, as defined in the SB, within 90 days after that inspection, report the inspection results to Airbus. Using the Inspection Report attached to the SB is an acceptable method to comply with this requirement.



**Ref. Publications:**

Airbus SB A330-52-3150 original issue dated 25 June 2024.

Airbus SB A340-52-4128 original issue dated 12 June 2024.

Airbus SB A340-52-5035 original issue dated 12 June 2024.

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 01 August 2024.
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 – 1IAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

