


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008 - 0073</p> <p>Date: 22 April 2008</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name:		Type/Model designation(s):
AIRBUS		A340-600 series aircraft
TCDS Number: EASA A.015		
Foreign AD: Not applicable		
Supersedure: None		
ATA 25	Equipment/Furnishings – Cabin Evacuation Systems - Off-Wing Ramp Slide Ball-Locks - Inspection	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	AIRBUS aircraft models A340-642, A340-643, all manufacturer serial numbers (MSN).	
Reason:	<p>An A340-600 operator has reported an inadvertent deployment of a left-hand (LH) off-wing ramp slide.</p> <p>Investigation has revealed that:</p> <ul style="list-style-type: none"> - the three pneumatic ball-locks of the blow-out panel had been painted, which prevented normal functioning of the ball-lock release mechanism, and - one of the ball-locks was not fully engaged (not latched) with the blow-out panel. <p>Three ball-locks are used to attach the blow-out panel to the slide enclosure.</p> <p>Loss of two ball-locks function, or loss of one ball-lock function with rupture of a bleed air duct, could initiate the backboard blow-out panel separation from the slide enclosure. The ramp slide, being no longer protected, may be pulled from its compartment by the aerodynamic loads. Loss of the off-wing slide in flight could cause damage to the aircraft fuselage and/or Trimmable Horizontal Stabilizer, which constitutes an unsafe condition.</p>	

	In order to prevent an in-flight loss of the blow-out panel and the ramp slide, this Airworthiness Directive (AD) requires one-time inspection of the ball-locks on each off-wing ramp slide for correct ball-locks engagement with the blow-out panel and absence of paint.
Effective Date:	06 May 2008
Compliance:	<p>(A) For AIRBUS aircraft A340-642 model, from MSN 371 to MSN 870 inclusive, except MSN 846 and 848:</p> <p>Required as indicated, unless already accomplished:</p> <p>Within 1 400 Flight Hours from the effective date of this AD, inspect the ball-locks on each off-wing ramp slide for correct engagement and absence of paint, and apply the associated corrective actions in accordance with AIRBUS All Operators Telex (AOT) A340-25A5157 Revision 01.</p> <p>(B) For all aircraft identified in the applicability section of this AD on which an off-wing ramp slide has to be installed as a replacement:</p> <p>From the effective date of this AD, no person shall install an off-wing ramp slide on an aircraft as a replacement part, unless it has been inspected for correct ball-locks engagement and absence of paint in accordance with the instructions of AOT A340-25A5157 Revision 01.</p>
Ref. Publications:	<p>AIRBUS All Operators Telex (AOT) A340-25A5157 Revision 01.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. Required actions and the risk assessment have warranted the immediate adoption of this Final AD with request for comments. 3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point, 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 SAS – Airworthiness Office - EAL - E- mail: airworthiness.A330-A340@airbus.com .