



EASA Safety Information Notice

No.: 2007-43

Issued: 12 November 2007

Subject: Goodrich Evacuation Systems approved under (United States) Technical Standard Order (TSO) TSO-C69b and Installed on Airbus A330 and A340 series aircraft.

Ref. Publication: Federal Aviation Administration (FAA) Airworthiness Directive (AD) 2007-23-01, dated 6 November 2007.

Introduction: This Safety Information Notice (SIN) refers to FAA AD 2007-23-01 (attached to this document as pages 3, 4 and 5) and informs you of an airworthiness concern on Goodrich Evacuation Systems. The attached FAA AD 2007-23-01 is a recognised 'State of Design' Equipment AD applicable to **Goodrich evacuation systems** (qualified per TSO-C69b), **only installed on various Airbus A330/A340 series aircraft**. Goodrich does not hold any European (validation) approvals for the affected equipment. The affected equipment has only been validated in Europe as part of the aircraft design approval, **Airbus being the approval holder for the relevant aircraft design changes**.

The FAA AD addresses Pressure Relief Valve (PRV) leakage issues, resulting from various PRVs found damaged. PRV leakage detrimentally affects raft mode capabilities of these evacuation systems. The Goodrich Service Bulletin 25-355, rev. 1 (dated July 24, 2006) referenced in the AD contains a PRV inspection and, if PRVs made of plastic are found, the replacement thereof by aluminium ones.

Recently, both Airbus and Goodrich received evidence that this modification does not represent a final fix to the issue of PRV leakage. Further improvements for these aluminium PRVs have been identified and by early 2008, Airbus expects to launch a Modification including Service Bulletin to finally close this issue. Once the above Modification and SB are approved and available, EASA is likely to publish an AD at the aircraft level to require the replacement of the affected PRVs on Airbus A330 and A340 aircraft. Once published, that EASA AD will 'replace' the requirements of FAA AD 2007-23-01, which is considered to be an 'interim' solution.

For the reasons stated above, EASA has decided not to 'adopt' FAA AD 2007-23-01 in accordance with ED Decision 2/2003. However, as there is no technical objection to this 'interim' solution, National Aviation Authorities of the EU member states may adopt the referenced AD under their State of Registry responsibility.

Applicability: AIRBUS A330 and A340 series aircraft that have one or more of the affected systems installed.

Recommendation: This Safety Information Notice is for information only.

Contact: For further information contact the Airworthiness Directives, Safety and Research Section, Certification Directorate, EASA.
E-mail: ADs@easa.europa.eu .

WITHDRAWN