	AIRWORTHINESS DIRECTIVE No F-2004-094 R1	Distribution: B	Issue date: February 16, 2005	Page : 1/3
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	<p style="text-align: center;">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.</p>			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: F-2004-094 original issue		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A330 and A340 aircraft		
Type certificate(s) No. A.004, A.015 TCDS No A.004, A.015				
ATA chapter: 25	Subject: Equipment/Furnishings - Slide rafts and slides fitted on Type A passenger/crew doors and Type 1 emergency doors - Modification of the Vespel piston of regulator valve			

1. **EFFECTIVITY:**

AIRBUS aircraft series A330-200, A330-300, A340-200, A340-300, A340-500 and A340-600, all certified models, all serial numbers, equipped with GOODRICH slides and slide rafts with the following Part Numbers (PN):

Type A doors:

Doors 1 and 4, LH and RH:

PN's 7A1508-001/-003/-005/-007/-013/-015/-017/-101/-103/-105/-107/-109/-113/-115/-117.

Doors 2, LH:

PN's 7A1539-001/-003/-005/-007/-013/-015/-017/-101/-103/-105/-107/-109/-113/-115/-117.

Doors 2, RH:

PN's 7A1539-002/-004/-006/-008/-014/-016/-018/-102/-104/-106/-108/-110/-114/-116/-118.

Doors 3, LH:

PN's 7A1510-001/-003/-005/-007/-013/-015/-017/-101/-103/-105/-107/-109/-113/-115/-117.

Doors 3, RH:

PN's 7A1510-002/-004/-006/-008/-014/-016/-018/-102/-104/-106/-108/-110/-114/-116/-118.

Doors 3, LH:

PN's 4A3934-1/-3.

Doors 3, RH:

PN's 4A3934-2/-4.


Type 1 doors:

Doors 3 LH and RH:

PN's 7A1509-001/-003/-005/-101/-103/-105/-107/-109/-111/-115/-117.

Doors 3 LH, PN 4A3928-1.

Doors 3 RH, PN 4A3928-2.

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The following aircraft on which no slide or slide raft has been removed since aircraft delivery or since embodiment of AIRBUS Service Bulletin (SB) A330-25-3225 or SB A340-25-4228 or SB A340-25-5054 (GOODRICH VSB 25-347) in service, are not concerned by this Airworthiness Directive (AD):

- A330 and A340-200/-300 aircraft with MOD 40161 (i.e. with optional Type A door 3) having received AIRBUS MOD 52708 and MOD 52811 in production or SB A330-25-3225 or SB A340-25-4228 in service,
- A330 and A340-200/-300 aircraft without MOD 40161 (i.e. with basic Type 1 door 3) having received AIRBUS MOD 52708 in production or SB A330-25-3225 or SB A340-25-4228 in service,
- A340-500/-600 aircraft having received AIRBUS MOD 52708 in production or SB A340-25-5054 in service.

Note 1: Type A Passenger/crew doors 1, 2, 3 and 4 are fitted with slide/rafts, Type 1 Emergency doors 3 are fitted with slides.

Reminder: It is the operator's responsibility to ensure that any spare part that could be installed on the aircraft, does not question the compliance of the aircraft with this AD.

2. **REASONS:**

A330/A340 operators have reported cases of non-deployment of slide rafts of Type A doors both in automatic and in manual modes during maintenance tests.

The investigations demonstrated that the regulator valve did not function properly due to internal gas pressure and ageing effect resulting in the constriction of the Vespel piston inner diameter, thus preventing gas release.

This situation, if not corrected, could delay the evacuation of passengers in case of emergency.

AD 2003-213 R1 has been issued in order to mandate a one time inspection of the regulator valves and, if necessary, to apply an interim action, which did consist in reaming the inner diameter of the Vespel piston to the upper limit of the tolerance on the original drawing in accordance with Goodrich VSB 25A341 Rev. 1

AD 2003-213 R1 was applicable to slides and slide/rafts manufactured between January 01, 2000 and December 31, 2002 as listed in AIRBUS AOTs 25A3206, 25A4213 and 25A5036 at its Revision 1.

AD F-2004-094 original issue mandated the terminating modification of the Vespel piston inner diameter as per Goodrich VSB 25-347 in order to enable correct operation of the regulator valve, for all the slides and slide/rafts listed in paragraph 1 whenever manufactured.


The aim of this Revision 1 is to:

- specify aircraft effectivity in paragraph 1,
- refer to SB A330-25-3225, SB A340-25-4228 and SB A340-25-5054 which cover GOODRICH VSB 25-347.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory from the effective date of this AD at original issue:

Unless already accomplished,

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3.1. For all slide/rafts whose PN is listed in paragraph 1 of this AD and manufactured before January 01, 2000 and all slides PN 7A1509-xxx whenever manufactured, ream the Vespel piston inner diameter in accordance with instructions of SB A330-25-3225 or SB A340-25-4228 or SB A340-25-5054 as applicable at next overhaul of the slide or slide/raft or no later than 36 months after the last overhaul.

3.2. For slide/rafts whose PN is listed in paragraph 1 of this AD and manufactured between January 01, 2000 and April 30, 2004 and all slides PN 4A3928-1 and PN 4A3928-2 whenever manufactured, ream the Vespel piston inner diameter in accordance with instructions of SB A330-25-3225 or SB A340-25-4228 or SB A340-25-5054 as applicable:

3.2.1. At next overhaul of the slide or slide/raft or no later than 36 months after application of VSB 25A341 Rev. 1 in service, if the slide or slide raft has received application of VSB 25A341 Rev. 1 in service.

3.2.2. No later than 18 months of date of manufacture if the slide or slide raft has not received application of VSB 25A341 Rev. 1 in service.

Note 2: The above-mentioned compliance times are given according to slide and slide raft date of manufacture for simplification purpose. When accomplishing the hereby-mandated modification, the operator should also refer to VSB 25-347 Revision 1 where the same compliance times are referenced by slide and slide raft PN and SN.

4. REFERENCE PUBLICATIONS:

All Operator Telex (AOT) 25A3206 dated June 02, 2003
All Operator Telex (AOT) 25A4213 dated June 02, 2003
All Operator Telex (AOT) 25A5036 dated June 02, 2003
AIRBUS Service Bulletin A330-25-3225
AIRBUS Service Bulletin A340-25-4228
AIRBUS Service Bulletin A340-25-5054
(Any later approved Revision of these documents is acceptable)
VSB GOODRICH 25-341 Rev. 1 dated May 21, 2003
VSB GOODRICH 25-341 Rev. 2 dated January 20, 2004
VSB GOODRICH 25-347 dated June 04, 2004.
VSB GOODRICH 25-347 Revision 1 dated August 30, 2004.

5. EFFECTIVE DATES:

Original issue : July 03, 2004
Revision 1 : February 26, 2005

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - Airworthiness Office - EAL - Fax : 33 5 61 93 45 80.

7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-1380 dated February 09, 2005.