


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2006 - 0354</b></p> <p><b>Date: 28 November 2006</b></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.	
<b>Type Approval Holder's Name :</b> AIRBUS SAS	<b>Type/Model designation(s) :</b> A330 and A340 aircraft
TCDS Number : EASA A.004, EASA A.015	
Foreign AD: Not applicable.	
Supersedure : Not applicable.	
<b>ATA 25</b>	<b>Equipment/Furnishings - Slide Rafts Fitted on Type A Doors - Modification</b>
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	<p>AIRBUS aircraft A330-200, A330-300, A340-200, A340-300, A340-500 and A340-600 series, all certified models, all serial numbers, equipped with GOODRICH slide rafts on Type A doors with the following Part Numbers (PN):</p> <p><u>Doors 1 and 4, LH and RH:</u> PN's 7A1508-003/-005/-007/-023/-025/-027/-029/-033/-035/-037/-115/-119/-121</p> <p><u>Doors 2, LH:</u> PN's 7A1539-003/-005/-007/-023/-025/-027/-029/-033/-035/-037/-115/-119/-121</p> <p><u>Doors 2, RH:</u> PN's 7A1539-004/-006/-008/-024/-026/-028/-030/-034/-036/-038/-116/-120/-122</p> <p><u>Doors 3, LH:</u> PN's 7A1510-003/-005/-007/-023/-025/-027/-029/-033/-035/-037/-115/-119/-121</p> <p><u>Doors 3, RH:</u> PN's 7A1510-004/-006/-008/-024/-026/-028/-030/-034/-036/-038/-116/-120/-122</p>

	<p><u>Doors 3, LH:</u></p> <p>PN's 4A3934-1/-001/-5/-7</p> <p><u>Doors 3, RH:</u></p> <p>PN's 4A3934-2/-002/-6/-8</p> <p>The following aircraft on which no slide raft has been replaced since aircraft delivery are not affected by this Airworthiness Directive (AD):</p> <ul style="list-style-type: none"> <li>• A330, A340-200 and A340-300 aircraft with modification 40161 (i.e. with optional Type A door 3) having received the four AIRBUS modifications 50806 and 50807 and 55071 and 55072 in production,</li> <li>• A330, A340-200 and A340-300 aircraft without modification 40161 (i.e. with basic Type 1 door 3) having received AIRBUS modifications 50806 and 55071 in production,</li> <li>• A340-500 series having received the three AIRBUS modifications 50806 and 50807 and 55071 in production,</li> <li>• A340-500 series having received the two AIRBUS modifications 50806 and 55071 in production,</li> <li>• A340-600 series having received the four AIRBUS modifications 50806 and 50808 and 55071 and 55073 in production.</li> </ul> <p>The following aircraft on which no slide raft has been replaced since SBs embodiment are not affected by this AD:</p> <ul style="list-style-type: none"> <li>• A330 aircraft having received AIRBUS SB A330-25-3173 Revision 01 and AIRBUS SB A330-25-3301,</li> <li>• A340-200 and A340-300 series having received AIRBUS SB A340-25-4191 Revision 01 and AIRBUS SB A340-25-4273,</li> <li>• A340-500 and A340-600 series having received AIRBUS SB A340-25-5004 Revision 01 and AIRBUS SB A340-25-5110.</li> </ul> <p><b><u>Reminder:</u></b> It is the operator's responsibility to ensure that any slide raft held as spare part that could be installed on the aircraft does not invalidate the compliance of the aircraft with this AD.</p>
Reason:	<p>Several operators have reported non-automatic deployment of slide rafts during ground operational test. In all cases, the slide raft released correctly from the door but did not inflate automatically. Pulling the manual backup handle correctly inflated the slide raft.</p> <p>Investigation conducted by the slide raft manufacturer showed that non-automatic deployments have two potential root causes:</p> <ol style="list-style-type: none"> <li>a) Non-opening of the lacing,</li> <li>b) Stiffness and stiction on the painted inflatable material.</li> </ol> <p>This situation, if not corrected, could delay the evacuation of passengers in case of emergency.</p> <p>A new design solution has been developed to ensure the automatic slide raft deployment, which consists of:</p> <ul style="list-style-type: none"> <li>- Continuous "speed lacing" cord and new soft covers with rounded grommets (this modification ensures that the lacing opens)</li> <li>- A new shorter firing cable, a new anchor block for the slide raft</li> </ul>

	<p>packboard and a new folding procedure (this modification ensures automatic deployment regardless of the inflatable paint condition)</p> <p>Both modifications together ensure the automatic deployment function. This AD requires accomplishment of the set of modifications.</p>
Effective Date:	12 December 2006
Compliance:	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>1. <u>For slide raft PN's 7A1508-003/-005/-007/-023/-025/-027/-029/-115, PN's 7A1539-003/-004/-005/-006/-007/-008/-023/-024/-025/-026/-027/-028/-029/-030/-115/-116, PN's 7A1510-003/-004/-005/-006/-007/-008/-023/-024/-025/-026/-027/-028/-029/-030/-115/-116, PN's 4A3934-1/-2/-001/-002:</u>  At the next slide raft overhaul or within 36 months after the effective date of this AD, whichever occurs later: <ul style="list-style-type: none"> <li>- Install the modified slide raft in accordance with the instructions given in AIRBUS Service Bulletin (SB) A330-25-3173 Revision 01 or A340-25-4191 Revision 01 or A340-25-5004 Revision 01, and</li> <li>- Install the modified slide raft assembly of each door in accordance with the instructions given in AIRBUS SB A330-25-3301 or A340-25-4273 or A340-25-5110.</li> </ul> </li> <li>2. <u>For slide raft PN's 7A1508-033/-035/-037/-119/-121, PN's 7A1539-033/-034/-035/-036/-037/-38/-119/-120/-121/-122, PN's 7A1510-033/-034/-035/-036/-037/-38/-119/-120/-121/-122 and PN's 4A3934-5/-6/-7/-8:</u>  At the next slide raft overhaul or within 36 months after the effective date of this AD, whichever occurs later:  Install the modified slide raft assembly of each door in accordance with the instructions given in AIRBUS SB A330-25-3301 or A340-25-4273 or A340-25-5110.</li> <li>3. After 11 December 2009, no person may install a Goodrich Slide Raft having a Part Number affected by this directive on an aircraft as a replacement part, unless it has been modified in accordance with the requirements of this directive.</li> </ol>
Ref. Publications:	<p>AIRBUS Service Bulletin A330-25-3173 Revision 01</p> <p>AIRBUS Service Bulletin A340-25-4191 Revision 01</p> <p>AIRBUS Service Bulletin A340-25-5004 Revision 01</p> <p>AIRBUS Service Bulletin A330-25-3301</p> <p>AIRBUS Service Bulletin A340-25-4273</p> <p>AIRBUS Service Bulletin A340-25-5110</p> <p>or later approved revisions of these publications.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. This AD was posted as PAD 06-236 for consultation on 24 October 2006 with a comment period until 20 November 2006. No comments</li> </ol>

	<p>were received during the consultation period.</p> <p>3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – Airworthiness Office - EAL Fax: +33 5 61 93 45 80.</p>
--	---