	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-019 R1</b>	Distribution: <b>B</b>	Issue date: <b>May 11, 2005</b>	Page : <b>1/2</b>
	<b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	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>
<b>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>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>F-2005-019 original issue</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A330 aircraft</b>		
Type certificate(s) No. <b>EASA.A.004</b> TCDS No <b>EASA.A.004</b>				
ATA chapter: <b>26</b>	Subject: <b>Fire protection - Inspection for cleaning of the fire extinguishing system in LDCC cargo compartment</b>			

**1. EFFECTIVITY:**

AIRBUS aircraft A330, all certified models, all serial numbers.

**2. REASONS:**

Flight tests have shown that the Flow Metering System (FMS) of the fire extinguishing system may be blocked by anti-fretting material contamination. The origin of this anti-fretting material inside the piping, filters and pressure reducers may come from manufacturing of the parts as well as installation on aircraft during production or maintenance.


After the first activation of the fire extinguishing system, it has been assumed that the FMS is contaminated and it cannot be guaranteed that the system is fully operable for the next fire extinguishing process if requested. An uncontrollable fire in the affected compartment may lead to a catastrophic event.

To avoid this hidden failure of the Lower Deck Cargo Compartment (LDCC) fire extinguishing system due to contamination, this Airworthiness Directive (AD) requires a one time inspection to clean the FMS and mandates new procedures for the restoration of the fire extinguishing system after any activation.

The aim of this Revision 1 is to precise the caution note mentioned in the AMM procedures.

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

**3.1.** From the effective date of this AD at original issue, after any activation of the fire extinguishing system in the LDCC, the restoration of the fire extinguishing system after activation must be performed taking into account the following caution note:

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“APPLY A SMALL QUANTITY OF THE CORRECT GREASE TO THE MALE THREADS OF THE CONNECTIONS. THIS WILL PREVENT DAMAGE TO THE THREADS. MAKE SURE THAT GREASE DOES NOT GO INTO THE PIPES. GREASE IN THE PIPES CAN CAUSE A MALFUNCTION OF THE SYSTEM.”

**Note** : This caution note has been introduced in the following procedures from the October 1<sup>st</sup>, 2004 revision of the Aircraft Maintenance Manual (AMM) : A330 AMM 26-23-00 Page Block 201 (LDCC-FMS).

**3.2.** The following measures are rendered mandatory except for aircraft delivered from production line after October 1<sup>st</sup>, 2004 (date of revision that includes both the restoration/cleaning task in the AMM and the anti-fretting material application caution note in the work instructions for AIRBUS Manufacturing) and on which the fire extinguishing system is confirmed to have never been activated before the effective date of this AD at original issue:

**3.2.1.** For aircraft on which the fire extinguishing system has been activated at least once before the effective date of this AD at original issue or it is uncertain whether the fire extinguishing system has ever been activated or not:

within 2,400 Flight Hours (FH) following the effective date of this AD at original issue, perform a one time inspection to clean and restore FMS in the LDCC with pressure reducers replacement in accordance with instructions given in AIRBUS Service Bulletin (SB) A330-26-3031 Revision 02.

**3.2.2.** For aircraft on which the fire extinguishing system is confirmed to have never been activated before October 1<sup>st</sup>, 2004:

within 6,600 FH following the effective date of this AD at original issue, perform a one time inspection to clean and restore FMS in the LDCC in accordance with instructions given in AIRBUS SB A330-26-3031 Revision 02.

**4. REFERENCE PUBLICATION:**

AIRBUS Service Bulletin A330-26-3031 Revision 02  
(Any further approved revision of this SB is acceptable).

**5. EFFECTIVE DATE:**

**Original issue** : February 12, 2005  
**Revision 1** : May 21, 2005.

**6. REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:  
AIRBUS SAS – Office of airworthiness - EAL - Fax : 33 5 61 93 45 80.

**7. APPROVAL:**

This AD Revision is approved under EASA reference No 2005-3958 dated May 02, 2005.