


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2006 - 0297</b>  <b>Date: 29 September 2006</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>Type Approval Holder's Name :</b> AIRBUS SAS		<b>Type/Model designation(s) :</b> A330 aircraft
TCDS Number : EASA A.004		
Foreign AD : None		
Supersedure : None		
<b>ATA 26</b>	<b>Fire Protection – Engine Fire Extinguishing Bottle Pipe - Inspection</b>	
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	AIRBUS A330 aircraft, all certified models, all serial numbers up to 755 included.  Aircraft on which the four engine fire extinguishing bottles, 2 per engine pylon, have been removed and re-installed at the opportunity of hydrostatic test of engine fire extinguishing as per Maintenance Review Board Report (MRB R) task 26.21.00/04, are not concerned by this Airworthiness Directive (AD).	
Reason:	One A330 operator discovered that the line connection to the discharge head could not be properly secured during engine fire bottle replacement, due to a missing retaining-ring.  Inspections revealed that all 4 discharge-heads line connectors, 2 per engine, were missing the retaining-ring. It was confirmed later that it was a quality issue.  The function of the retaining-ring is to secure a tight connection between the fire-extinguishing line and the discharge head.  In absence of the retaining-ring, in case of activation of the fire extinguishing system, the pressure exerted by the agent on the pipe could compromise the tightness of the connection, leading to an incomplete discharge of the extinguishing agent in the fire-zone.	

	<p>This situation if not corrected can lead in the worst case, in combination with an engine fire, to a temporary uncontrolled engine fire which constitutes an unsafe condition.</p> <p>The aim of this AD is to render mandatory a one time detailed visual inspection for the presence of the retaining ring on the discharge head assembly of engine fire extinguishing system.</p>
Effective Date:	13 October 2006
Compliance:	<p>The following measures are rendered mandatory from the effective date of this AD:</p> <p>Within 900 Flight Hours from the effective date of this AD:</p> <p>on both engine pylons (LH and RH), for all 4 engine fire extinguisher bottles, 2 per engine pylon, perform a detailed visual inspection for the presence of the retaining ring on the discharge head of the bottles and if necessary apply the corrective actions, in accordance with instructions defined in AIRBUS Service Bulletin A330-26A3037.</p> <p>The bottles which have been subject to hydrostatic test as per MRB R task 26.21.00/04 are not concerned by the requirement of this AD.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A330-26A3037</p> <p>or later approved revisions.</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 06-200 for consultation on 07 August 2006 with a comment period until 21 August 2006. The Comment Response Document can be found at <a href="http://ad.easa.eu.int/">http://ad.easa.eu.int/</a></li> <li>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></li> <li>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.</li> </ol>