

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 13-162 Date: 04 November 2013 Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Design approval Holder's Name: AIRBUS	Type/Model designation(s): A330 aeroplanes
TCDS Number: EASA A.004	
Foreign AD: Not applicable	
Supersedure: None	
ATA 26	Fire Protection – Extinguishing Pipe Between Frame (FR) 34 and FR36 – Modification
Manufacturer(s):	Airbus (formerly AIRBUS INDUSTRIE)
Applicability:	Airbus A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers on which Airbus modification (mod) 58244 or mod 58245 has been embodied in production, except those on which mod 202779 has been embodied in production.
Reason:	During installation of the fire extinguishing system in the forward cargo compartment in production, it was established that one pipe was too long and could therefore only be installed under stress. This affected pipe was developed in the frame of Airbus mod 58244 and mod 58245 related to Cabin Intercommunication Data System-Based smoke detection system (CIDS-Based SDS) for A330-300 aeroplanes only. Investigation revealed that due to loads transfer, the clamp could break and the pipe would come into contact with the structure, possibly resulting in leakage in the Halon piping due to chafing, in the forward lower deck cargo compartment (LDCC), which could lead to (potentially undetected) functional loss of fire extinguishing system. This condition, if not corrected, in combination with a fire, could lead to an uncontrolled fire in LDCC, possibly resulting in the loss of aeroplane . To address this unsafe condition, Airbus developed a mod. which consists in installation of a shorter pipe, to be embodied in production with mod 202779

	and in-service through Airbus Service Bulletin (SB) A330-26-3053. For the reasons described above, this AD requires modification of the affected fire extinguishing pipe between FR34 and FR36 in the forward LDCC.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: No later than 30 April 2015, modify the affected fire extinguishing pipe between FR34 and FR36 in the forward LDCC in accordance with the instructions of Airbus SB A330-26-3053.
Ref. Publications:	Airbus SB A330-26-3053 Original issue dated 20 June 2013. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 02 December 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL, mail: airworthiness.A330-A340@airbus.com.