


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0018</b></p> <p><b>Date: 04 February 2010</b></p> <p>Note: This Airworthiness Directive (AD) 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.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A330 aeroplanes</p>
<p>TCDS Number : EASA.A.004</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<p><b>ATA 28</b></p>	
<p><b>Fuel – Wing Tank Fuel Pressure Switch – Replacement</b></p>	
<p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A330 aeroplanes, -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343 models, all Manufacturer Serial Numbers, equipped with Part Number (P/N) HTE69000-1 wing tank pressure switches installed at Functional Item Number (FIN) locations 74QA1, 74QA2, 75QA1 and 75QA2.</p>
<p>Reason:</p>	<p>An A330 experienced an uncommanded engine #1 in flight spool down, which occurred while applying fuel gravity feed procedure, in response to low pressure indications from all fuel boost pumps, in both left and right wings.</p> <p>The investigations revealed that the wing tank pressure switches P/N HTE69000-1 had frozen due to water accumulated in their external part, causing spurious low pressure indications.</p> <p>As per procedure, the main pumps are then switched off, increasing the level of unavailable fuel. This, in combination with very low fuel quantities or another independent trapped fuel failure scenarios, can lead to fuel starvation on the affected engine(s). This condition, if not corrected, could lead to a potential unsafe condition.</p> <p>This AD requires the replacement of all four wing tank fuel pressure switches associated to main pumps by new ones with a more robust design preventing water accumulation and freezing.</p>

Effective Date:	18 February 2010
Required action(s) and Compliance Time(s):	Required as indicated, unless already accomplished : Within 5 years after the effective date of this AD, replace all four wing tank main pump pressure switches in accordance with the instructions of Airbus Service Bulletin (SB) A330-28-3111.
Ref. Publications:	Airbus SB A330-28-3111 at original issue. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was published on 16 October 2009 as PAD 09-126 for consultation until 16 November 2009. The Comment Response Document can be found at: <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any questions concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – Airworthiness Office - EAL. Fax: +33 5 61 93 45 80. E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>