EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2006 - 0212-E **Date: 13 July 2006**

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.

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS SAS	A330 Aircraft

TCDS Number : EASA A.004

Foreign AD : None

Supersedure : None

ATA 72	**Engine – Icing conditions during descent -operational procedure**
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A330 aircraft, - 201, -202, -203, -301, -302 and -303 models, all serial numbers.
Reason:	Several A330 aircraft equipped with General Electric (GE) CF6-80E1 engines experienced an engine flame out during descent, 2 to 3 seconds after engines acceleration upon aircraft altitude capture, under inclement weather conditions. In all cases, the engines restarted and then operated normally. The analysis has shown that at high altitude an accretion of the conventional ice or ice crystals in the engine fan or booster stages during descent at low engine power can shed in significant amount into the core inlet upon engine acceleration when the variable bleed valve doors close. This ice ingestion will then increase the water/air ratio leading to flame smothering. This situation if not corrected can lead to the temporary loss of both engines thrust in flight which constitutes an unsafe condition. In order to mitigate the risk of a dual engine flame out in flight, this Airworthiness Directive (AD) mandates the operational procedure which increases the fuel/air ratio in the engine during the descent and under inclement weather conditions.

Effective Date:	14 July 2006

Compliance:	The following operational procedure is rendered mandatory from the effective date of this AD:
	
	"ICING CONDITIONS EXPECTED DURING DESCENT
	
	• If icing conditions (including ice crystals) are expected during descent :
	  • At top of descent, or at the latest before entering the expected icing conditions :
	  Select ENG ANTI ICE and WING ANTI ICE to ON.
	  Select PACK FLOW at HI.
	  • Below 10 000 ft :
	  Resume normal operation."
	
	Note: This operational procedure is covered by the Temporary Revision (TR) of the Aircraft Flight Manual (AFM): A330 AFM TR 4.03.00/27.
	Incorporation of this AD or AFM TR 4.03.00/27 into the Aircraft Operations Manual as well as in the Aircraft Flight Manual and application of this procedure by the flight crew allows complying with this AD.

Ref. Publications:	AIRBUS A330 AFM TR 4.03.00/27 approved by EASA on 11 July 2006 Or any later approved revision of this AFM TR or any general AFM revision including this procedure.
Remarks :	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. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 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.