



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-143

Issued: 25 October 2022

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 date indicated.

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A330 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Numbers: EASA.A.004

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2021-0198 dated 27 August 2021.

ATA 73 – Engine Fuel & Control – Engine Electronic Control Software – Modification / Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A330-841 and A330-941 aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected EEC SW1: Engine Electronic Control (EEC) software (SW), having part number (P/N) RRY48T7K0010008 (EEC standard 3.0.1), or P/N RRY45T7K0020006 (EEC standard FCS2.1), or previous standard.

Affected EEC SW2: EEC SW, having P/N RRY48T7K0000009 (EEC standard 3.1).

Affected EEC SW: EEC SW, either affected EEC SW1 or affected EEC SW2.



Serviceable EEC SW: EEC SW standard 5.3, having P/N RRY46T7K0020014, or later approved SW standard and P/N.

Affected EEC unit: Any EEC unit containing affected EEC SW.

Affected engine: Any engine containing affected EEC SW.

The Airbus SB: Airbus Service Bulletin (SB) A330-73-3065, which refers to the Rolls-Royce SB, as defined in this AD.

The Rolls-Royce SB: Rolls-Royce SB TRENT 1000 73-K766.

Reason:

It has been determined that engine crystal icing protection could be (temporarily) lost if an erroneous total pressure value is provided by aeroplane systems.

This condition, if not corrected, could lead to dual engine in-flight shut-down, resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Rolls-Royce developed new EEC full-authority digital engine control SW for the affected Trent 7000 engines and published the Rolls-Royce SB. This SW is embodied at aeroplane level on the production line through Airbus mod 209655, and Airbus published the Airbus SB, as defined in this AD, to provide in-service modification instructions.

To address a different unsafe condition, EASA issued AD 2021-0198, requiring installation of affected EEC SW2, as defined in this AD, or later approved SW standard and P/N.

For the reasons described above, this AD partially retains the requirements of EASA AD 2021-0198, which is superseded, and requires installation of serviceable EEC SW, by requiring operational limitations. This AD also provides additional requirements for EEC SW intermix.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

EEC SW Intermix / Interchangeability:

- (1) From 10 September 2021 [the effective date of EASA AD 2021-0198], do not intermix P/N RRY45T7K0020006 (EEC SW standard FCS2.1) with P/N RRY48T7K0000009 (EEC SW standard 3.1) on any aeroplane.
- (2) From the effective date of this AD, do not intermix P/N RRY45T7K0020006 (EEC SW standard FCS2.1) or P/N RRY48T7K0010008 (EEC SW standard 3.0.1) with P/N RRY46T7K0020014 (EEC SW standard 5.3) on any aeroplane.
- (3) From 10 September 2021 [the effective date of EASA AD 2021-0198], intermix between P/N RRY48T7K0010008 (EEC SW standard 3.0.1) and P/N RRY48T7K0000009 (EEC SW standard 3.1) is allowed on any aeroplane, provided that it is accomplished in accordance with instructions approved by Airbus DOA.



- (4) From the effective date of this AD, intermix between P/N RRY48T7K0000009 (EEC SW standard 3.1) and P/N RRY46T7K0020014 (EEC SW standard 5.3) is allowed on any aeroplane, provided that it is accomplished in accordance with instructions approved by Airbus DOA.

Partial Restatement of the Requirements of EASA AD 2021-0198:

- (5) From 10 September 2023, do not operate any aeroplane having an engine with affected EEC SW1 installed.

Operational Limitations:

- (6) Starting from 2 years after the effective date of this AD, do not operate any aeroplane having an engine with affected EEC SW installed.
- (7) Modification of an aeroplane by installing serviceable EEC SW, as defined in this AD, on each engine in accordance with the instructions of the Airbus SB, is an acceptable method to comply with the requirements of paragraph (6) of this AD for that aeroplane, provided, after that modification, no affected EEC SW, no affected EEC unit and no affected engine is re-installed on that aeroplane.

Ref. Publications:

Airbus SB A330-73-3065 original issue dated 17 August 2022.

Rolls-Royce SB TRENT 1000 73-K766 original issue dated 29 July 2022.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 22 November 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

