


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2007 – 0216-E Date: 08 August 2007	
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 : AIRBUS		Type/Model designation(s) : A330 aircraft
TCDS Number: EASA A.004		
Foreign AD: Not applicable		
Supersedure: Not applicable		
ATA 28	Fuel – Engine Feed Line – Operational procedure	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	AIRBUS A330 aircraft, all certified models, all serial numbers.	
Reason:	<p>During cruise, an A330 operator experienced a LH wing tank pump #1 low pressure message followed immediately by LH wing tank stand-by pump low pressure message, then LH wing tank pumps low pressure message. The flight crew opened the cross-feed valve to feed the engine on LH wing from RH wing but RH wing tank pumps low-pressure message was displayed as well as advisory unbalanced fuel message. It was reported that the cross-feed was closed in accordance with applicable procedure and the aircraft was landed successfully.</p> <p>It has been identified that both engines were gravity fed above the certified gravity feed ceiling for a brief period of time.</p> <p>It has been confirmed following fuel tank entry that outlet of the LH pump #2 canister had broken due to static overload.</p> <p>If this situation is not corrected, it can lead to the loss of fuel on both engines in flight which constitutes an unsafe condition.</p> <p>To prevent a dual engine flameout, this Emergency Airworthiness Directive (EAD) mandates an operational procedure which covers the</p>	

	scenario of small or large engine feed line ruptures and to add also a method to recover fuel in the unlikely event that the engine on the affected wing fails to restart at or below the gravity feed ceiling.
Effective Date:	10 August 2007
Compliance:	<p>The following operational procedures are rendered mandatory from the effective date of this EAD:</p> <ul style="list-style-type: none"> - Unless already accomplished, insert in the A330 Aircraft Flight Manual (AFM) of the aircraft, the Temporary Revision (TR) 4.02.00/39, and - apply the associated procedures: <ul style="list-style-type: none"> Fuel – L (R) Wing Pumps LO PR, and Fuel – Eng 1 (2) Feed Line Burst. <p><u>Note:</u> this AFM TR will be incorporated in another AFM TR associated to the introduction of Flight Warning Computer T2 standard.</p>
Ref. Publications:	A330 AFM TR 4.02.00/39 approved by EASA on 21 June 2007, or any later approved revision of this AFM TR or any general or temporary AFM revision including these procedures.
Remarks :	<ol style="list-style-type: none"> 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 immediate publication and notification. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD 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 or + 33 5 61 93 44 51. E-mail: airworthiness.A330-A340@airbus.com .]