


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0075</p> <p>Date: 06 April 2009</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>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A330 aeroplanes</p>
<p>TCDS Number: EASA.A.004</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes EASA AD 2008-0101 dated 26 May 2008.</p>	
ATA 72,73	Engine / Engine Fuel and Control – Intermediate Pressure Turbine Overspeed (IPTOS) Protection - Function Activation
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A330 model -243, -341, -342 and -343 aeroplanes, all manufacturing serial numbers (MSN), except those on which AIRBUS modification 56722 has been embodied in production.
Reason:	<p>An operator of A330 aeroplane fitted with Rolls-Royce (RR) Trent 772 B engines experienced an engine#1 uncontained multiple turbine blade failure. Investigations have shown that High Pressure/Intermediate Pressure (HP/IP) oil vent tubes are prone to be affected by carbon deposit or to be damaged by their outer heat shields leading to a fire inside or outside the vent tube and resulting into IP Turbine (IPT) disc drive arm fracture and thus IPT disc overspeed.</p> <p>If not corrected, IPT disc overspeed could lead to an uncontained engine failure, i.e. multiple turbine blade failure or HP/IP turbine disc burst, which would constitute an unsafe condition.</p> <p>In order to protect IPT from overspeed, EASA AD 2008-0101 required to activate Intermediate Pressure Turbine Overspeed (IPTOS) protection function by Data Entry Plug (DEP) reprogramming, which consists in limiting the IPT speed (Engine Thrust) when overheat is detected in IPT, for all A330 aeroplanes fitted with RR Trent 700 engines and equipped with Multi Mode Receivers.</p> <p>Original issue of AD 2008-0101 had a limited applicability due to Flight</p>

	<p>Warning Computer compatibility issue with aircraft not equipped with Multi Mode Receivers. Airbus has now developed a new Flight Warning Computer standard T2 whose embodiment is also possible on A330 aeroplane fitted with RR Trent 700 engines not equipped with Multi Mode Receivers.</p> <p>For the above described reasons, this AD retains the requirement of EASA AD 2008-0101, which is superseded, and extends the applicability to all A330 aeroplanes fitted with RR Trent 700 engines.</p>
Effective Date:	20 April 2009
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>No later than 30 June 2009, perform a reprogramming of Data Entry Plug on both engines to activate Intermediate Pressure Turbine Overspeed protection function in accordance with the instructions of AIRBUS SB A330-73-3049 Revision 01. As the accomplishment of AIRBUS SB A330-73-3049 instructions has an operational consequence, the operator must contact Airbus to get the associated operational documentation.</p> <p>Modification of an aeroplane, prior to the effective date of this AD, in accordance with the instructions of SB A330-73-3049 at Original issue is acceptable to comply with the requirements of this AD.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A330-73-3049 at original issue dated 14 November 2007, or AIRBUS Service Bulletin A330-73-3049 Revision 01 dated 13 November 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was published on 13 February 2009 as PAD 09-037 for consultation until 13 March 2009. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, 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.