


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 09-037</p> <p>Date: 13 February 2009</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>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 closing date indicated.</p>	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A330 aircraft
TCDS Number: EASA.A.004	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2008-0101 dated 26 May 2008.	
ATA 72,73	Engine / Engine Fuel and Control – Intermediate Pressure Turbine Over Speed (IPTOS) Protection - Function Activation
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A330 aircraft, -243, -341, -342 and -343 models, all manufacturing serial numbers (MSN) except those on which AIRBUS modification 56722 has been embodied in production.
Reason:	<p>An Operator of A330 aircraft 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 over speed.</p> <p>If not corrected, IPT disc over speed 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 over speed, EASA AD 2008-0101 required to activate Intermediate Pressure Turbine Over Speed (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 aircraft 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 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 aircraft 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 aircraft fitted with RR Trent 700 engines.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
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 Over Speed protection function in accordance with instructions of AIRBUS SB A330-73-3049 Revision 01.</p> <p>Modification of an aircraft, 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 this AD.</p> <p>Note: The accomplishment of AIRBUS SB A330-73-3049 instructions has an operational consequence. Consequently, the operator must contact Airbus to get associated operational documentation.</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. This Proposed AD will be closed for consultation on 13 March 2009. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, 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.