


EASA	NOTIFICATION OF A PROPOSAL TO CANCEL AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-151-CN</p> <p>Date: 27 September 2013</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 cancellation 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>	
<p>Design 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>Cancellation: This Notice proposes to cancel EASA AD 2010-0132R1 dated 10 June 2013.</p>	
ATA 28	CANCELLED: Fuel – Main Fuel Pump System Water Scavenge System – Deactivation
<p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p>	
Applicability:	<p>Airbus A330-243, A330-243F, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers on which Airbus modification 56966H16199 has been embodied in production or Airbus Service Bulletin A330-28-3105 has been embodied in service, except those on which Airbus modification 200801 has been embodied in production.</p>
Reason:	<p>During an in-service event, the flight crew of a Trent 700 powered A330 aeroplane reported a temporary Engine Pressure Ratio (EPR) shortfall on engine 2 during the take-off phase of the flight. The ENG STALL warning was set. The flight crew followed the standard procedures which included reducing throttle to idle. The engine recovered and provided the demanded thrust level for the remainder of the flight.</p> <p>Data analysis confirmed a temporary fuel flow restriction and subsequent recovery, and indicated that also engine 1 experienced a temporary fuel flow restriction shortly after the initial event on engine 2, again followed by a full recovery. The engine 1 EPR shortfall was insufficient to trigger any associated warning and was only noted through analysis of the flight data. No flight crew action was necessary to recover normal performance on this engine. The remainder of the flight was uneventful.</p> <p>Based on industry-wide experience, the investigation of the event focused on the possibility for ice to temporarily restrict the fuel flow. While no direct fuel system fault was identified, the operation of the water scavenge system (WSS)</p>

	<p>at Rib 3 was considered to have been a contributory factor.</p> <p>For the reasons described above, EASA issued Emergency AD 2010-0042-E to require deactivation of the automatic Standby Fuel Pump Scavenge System and to prohibit dispatch of an aeroplane with one main fuel pump inoperative.</p> <p>Subsequently, EASA issued AD 2010-0132 which superseded EASA AD 2010-0042-E, retaining its requirements, to expand the applicability to the newly certified model A330-243F. EASA AD 2010-0132 was later revised to remove the dispatch restriction with one main fuel pump inoperative.</p> <p>Since EASA AD 2010-0132R1 was issued, extensive fuel system icing risk investigations testing was conducted by Airbus and Rolls-Royce, the results of which confirmed that the Rib 3 WSS operation does not induce any risk of fuel feed system (including the engine) blockage by ice accreted on the pipework and/or pump inlets. In addition, it was demonstrated that the risk of fuel flow restriction by ice at the Fuel Oil Heat Exchanger (FOHE) interface on aeroplanes equipped with Trent 700 engines is now adequately addressed by introduction of a re-designed FOHE, more tolerant to the release of ice (modification 200218). The modified FOHE (incorporating enhanced anti-icing and de-icing performance) is required to be installed on all Trent 700 engines through EASA AD 2009-0257.</p> <p>Previously, the operation of the WSS at Rib 3 was no longer considered as a main contributory factor on ice build-up and subsequent release of ice into the fuel system. Based on the latest information, the deactivation of the automatic Standby Fuel Pump Scavenge System is no longer required.</p> <p>For the reasons described above, this Notification proposes to cancel EASA AD 2010-0132R1.</p>
Effective Date:	[TBD: same as final AD-CN issue date]
Required Action(s) and Compliance Time(s):	Not applicable
Ref. Publications:	Airbus All Operators Telex A330-28A3114 dated 10 March 2010, or Rev.1 dated 24 March 2010.
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD-CN will be closed for consultation on 11 October 2013. 2. Enquiries regarding this PAD-CN should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of this PAD-CN, please contact: AIRBUS SAS – Airworthiness Office – EIAL, Fax: + 33 5 61 93 45 80, or + 33 5 61 93 44 51. E-mail: airworthiness.A330-A340@airbus.com.