

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0132</b></p> <p><b>Date: 28 June 2010</b></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>	
<b>Type Approval Holder's Name :</b> AIRBUS	<b>Type/Model designation(s) :</b> A330 aeroplanes
TCDS Number : EASA.A.004	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA AD 2010-0042-E dated 12 March 2010	
<b>ATA 28</b>	<b>Fuel – Main Fuel Pump System - Water Scavenge System – Deactivation / Dispatch Restriction</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330 aeroplanes, models -243, -243F, -341, -342 and -343, 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.
Reason:	<p>During a recent in-service event the flight crew of a Trent 700 powered A330 aircraft 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 previous industry-wide experience, the investigation of the event has focused on the possibility for ice to temporarily restrict the fuel flow. While no direct fuel system fault has been identified, the operation of the water scavenge system at Rib 3 cannot be excluded as being a</p>

	<p>contributory factor.</p> <p>Testing and analysis are continuing to identify the root cause of the event. The scenario of ice being shed and causing a temporary blockage in the engine fuel system may lead to a temporary fuel flow restriction to the engine. This may result in a possible engine surge or stall condition, and in the engine not being able to provide the commanded thrust.</p> <p>Therefore, as a precautionary measure to reduce the possibility of ingesting ice into the engine fuel feed system, EASA EAD 2010-0042-E required to:</p> <ul style="list-style-type: none"> <li>- deactivate the automatic Standby Fuel Pump Scavenge System, which operates during Taxi and Take-off by removing relays Functional Item Numbers (FIN) 80QA1 and 80QA2 (this will not affect normal standby pump operation) for aeroplanes identified in the applicability section of this AD and on which this deactivation has not been performed in production through the modification 200801, and</li> <li>- Prohibit the dispatch with one MAIN Fuel Pump inoperative on all aeroplanes identified in the applicability section of this AD.</li> </ul> <p>This AD, which supersedes EASA AD 2010-0042-E retaining its requirements, is issued to extend the applicability to the newly certified model A330-243F.</p>
Effective Date:	12 July 2010
Required action(s) and Compliance Time(s):	<p>Required as indicated after 16 March 2010 [effective date of AD 2010-0042-E]:</p> <p>(1) <u>For aeroplanes on which Airbus modification 200801 has NOT been embodied in production:</u></p> <p>Unless accomplished previously, no later than 26<sup>th</sup> March 2010, deactivate the water scavenge automatic operation by removing relays FIN 80QA1 (LH) and 80QA2 (RH) in accordance with the instructions defined in Airbus All Operators Telex (AOT) A330-28A3114.</p> <p>(2) <u>For all aeroplanes identified in the applicability section of this AD, except A330-243F aeroplanes:</u></p> <p>Before further flight after accomplishment of paragraph (1) of this AD for aeroplanes on which Airbus modification 200801 has NOT been embodied in production, or</p> <p>After 16 March 2010 [effective date of EASA AD 2010-0042-E] for aeroplanes on which Airbus modification 200801 has been embodied in production:</p> <p><u>Dispatch restriction :</u></p> <p>Dispatch with any Main Fuel Pump inoperative (item numbered 28-21-01 in the associated Master Minimum Equipment List (MMEL)) is prohibited.</p> <p>The following operational limitation is required as indicated from the effective date of this AD:</p> <p>(3) <u>For A330-243F aeroplanes:</u></p> <p><u>Dispatch restriction :</u></p> <p>Dispatch with any Main Fuel Pump inoperative (item numbered 28-21-01 in the associated Master Minimum Equipment List (MMEL)) is prohibited.</p>

	<p><u>Note:</u> This dispatch restriction is included in the MMEL Temporary Revision (TR) A330 TR 01-28/01Z Issue 01.</p> <p>Incorporation of this MMEL TR or inserting the above dispatch restriction or a copy of this AD into the Aircraft Operations Manual (AOM) and strict adherence to the above dispatch restriction by the flight crew is acceptable to comply with the requirements of paragraphs (2) and (3) of this AD.</p>
Ref. Publications:	<p>Airbus All Operators Telex A330-28A3114 dated 10 March 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Airbus A330 MMEL TR 01-28/01Z Issue 01 EASA accepted on 10 March 2010.</p> <p>The use of any later EASA accepted revision of this MMEL TR or of any general MMEL revision including this dispatch restriction is acceptable to comply with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>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: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>