


EASA	COMMENT RESPONSE DOCUMENT
	Airbus A330 / A340 - Deviation P-28 – Issue 1 [Published on 11 November 2009 and officially closed for comments on 03 December 2009]

Commenter 1 : CAA UK
Comment # 1 – Impracticability to introduce mitigating operational procedures

The reason for not introducing operational procedures similar to those for the B777 is not understood. It appears to be based on a comparison of absolute fuel flows, seemingly that the A330 (and A340) fuel flows being lower than the B777 for the equivalent throttle push.

It is not believed that the effect is simply dependent on fuel flow or even fuel velocity but is likely to be more complex, and of course the respective fuel systems are different between the three aircraft, including the size of the FOHE. We would like to ask what data do EASA have which substantiates the basis of item 1) [Impracticability to introduce mitigating operational procedures]?

EASA response:

The Trent 500, 700 and 800 FOHEs have the same physical characteristics, including dimensional. Typically, the pipes used for the engine feed systems have larger cross sections on Airbus aircraft compared with Boeing aircraft. For a similar flow, this results in low fluid velocity on Airbus aircraft. Considering fuel velocity is a key element of the shedding procedure, it means that, to flush pipes on an airbus aircraft, higher fuel flow are required (compared with the Trent 800), which is not achievable.