



ALL OPERATORS LETTER (AOL 050)

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Date: 15th July, 2015.

To: All Domestic Airline operators, and Foreign Airline operators into Nigeria.

From: NCAA – Director General

Subject: EASA Alerts Letter on “Potential refueling issues in Lagos with Super Absorbent Polymer (SAP) deposits.

The European Aviation Safety Agency (EASA) issued an alert letter following the advice from the aircraft engine manufacturer Rolls-Royce on a Rolls Royce Trent 700 powered Airbus A330 following refueling in Lagos, Nigeria.

Rolls Royce, the manufacturer of the Trent 700 engine has determined after troubleshooting the presence of Super Absorbent Polymer (SAP) deposits on the Turbine Overspeed Servo within the FMU. This fuel contaminant (SAP) is understood to have caused the valve to seize in the fuel off position. This has the potential to cause seizure of the control valves within the FMU and Variable Stator Vane (VSV) Controller. As a result leading to a dual engine loss of thrust control.

Based on the information provided to EASA by Rolls Royce, SAP contaminant may have been introduced during fuel uploads in performed in Lagos, Nigeria . It has also stated that fuel containing SAP contaminant is not considered suitable for aircraft engine operation as no allowance is made for SAP within the approved fuel specifications.

This is to inform the industry on the observed effect of fuel containing this element ,Super Absorbent Polymer (SAP) and to advise all concerned to expeditiously establish monitoring and control measures of Aviation fuel to

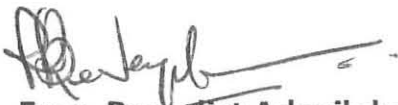
enable the Regulators and operators get to the root source of this element (SAP) in the Aviation fuel and address the issue appropriately.

This is to further inform the industry that the Authority is investigating this matter and will require Domestic and Foreign Airline operators that have experienced similar service difficulty or incident to submit to the Authority within seven (7) days of receipt of this letter the following;

- (i) The nature of the incident /service difficulty.
- (ii) The trouble shooting/fault-finding report.
- (iii) The Aviation fuel supplier.
- (iv) The last audit report by the Domestic or Foreign Airline operator on the aviation fuel supplier in Nigeria.

All operators to strictly adhere to their current standard operating procedures for fuel uplift into the aircraft.

Please be informed accordingly.



Engr. Benedict Adeyileka
Director, Airworthiness Standards
For: Director General