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Air Tanzania flags A220 Pratt & Whitney engine issues

by admin / Aviation Airplanes

Air Tanzania (TC, Dar es Salaam) will briefly cancel flights or cut back

Report

frequencies to handle technical issues with the Pratt & Whitney engines on its A220-300s, the flag service has introduced. It didn't make clear which flights and locations can be affected.

"As a result of worldwide technical challenges of the PW1524G-3 engine used within the Airbus A220-300 plane and contemplating security necessities, we now have been following skilled directions to supply high quality and security service. And typically, we take the plane out of circulation to fulfill the calls for of the producers of those engines. These measures have precipitated delays in our flights whereas this problem is being resolved," the airline mentioned in a press release on social media.

"To make sure our flights function in line with schedule, we are going to cut back and cancel a few of our flights relying on the variety of out there flights. This non permanent determination offers the engine producers time to handle the present issues."

On October 14, 2022, the US Federal Aviation Administration (FAA) issued a proposal to undertake a brand new airworthiness directive (AD) for all Pratt & Whitney PW1519G, PW1521G, PW1521G-3, PW1521GA, PW1524G, PW1524G-3, PW1525G, and PW1525G-3 mannequin turbofan (GTF) engines.

This was prompted by "an un-commanded twin engine shutdown upon touchdown, leading to compromised braking functionality as a result of lack of engine energy and hydraulic methods. The unsafe situation, if not

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lack of engine energy and hydraulic methods. The unsafe situation, if not addressed, might end in a runway tour," the FAA warned. The proposed AD would require "the substitute of digital engine management (EEC) full authority digital engine management (FADEC) software program with up to date software program," the FAA mentioned in a press release. Feedback on the proposed AD are due by December 9, 2022.

The FAA already issued airworthiness directives to A220 operators in 2019 and 2020 following 4 in-flight shutdowns.

In October 2019, Swiss (LX, Zurich) briefly grounded its total fleet of its A220s after considered one of its A220-300s skilled mid-flight engine issues.

Neither Air Tanzania Chief Government Officer Ladislaus Matindi nor Pratt & Whitney have been instantly out there for remark, whereas Airbus deferred remark to the engine producer.

On November 8, Pratt & Whitney introduced it had greater than 10,000 orders for GTF PW1500G engines and commitments from greater than 90 clients. GTF engines now energy greater than 1,300 plane with 62 operators throughout three plane households.

In line with the ch-aviation fleets superior module and Flightradar24 ADS-B information, solely two of the airline's 4 A220-300s – 5H-TCI (msn 55048) and 5H-TCL (msn 55130) – are at the moment in energetic service, whereas

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5H -TCH (msn 55047) has been in upkeep at Maastricht since January 2022, and 5H-TCM (msn 55135) has been in storage at Dar es Salaam since August 2022.

Matindi informed Tanzanian media the scheduled upkeep would run for not less than six weeks. "We're nonetheless far down within the producers' queue for repairs. Till the engines are within the restore store, we can not know precisely when we will get reduction. And since this downside just isn't explicit to Air Tanzania however applies to all operators of the GTF, there are usually not even sufficient spare engines to maintain us going because the affected engines go to the restore store," Matindi informed AirInsight.

In 2018, Airbus and Pratt & Whitney recognized a problem affecting the high-pressure compressor aft hub of a restricted variety of GTF PW1100G-JM engines. The European Union Aviation Security Company (EASA) printed an Emergency Airworthiness Directive in step with normal airworthiness procedures. It led to the grounding of particular Pratt & Whitney PW1100 GTF-powered A320neo/A321neo plane.

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