



## Airworthiness Directive

**AD No.:** 2025-0175

**Issued:** 08 August 2025

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS S.A.S.

### Type/Model designation(s):

A330 and A340 aeroplanes

**Effective Date:** 22 August 2025

**TCDS Number(s):** EASA.A.004 and EASA.A.015

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA – Aircraft Flight Manual – Sections Limitations and Normal Procedures – Amendment

### ATA – Master Minimum Equipment List – Amendment

#### Manufacturer(s):

Airbus, formerly Airbus Industrie

#### Applicability:

A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers; and

A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.

#### Definitions:

For the purpose of this AD, the following definitions apply:

**The AFM update:** Airbus A330 and A340 Airplane Flight Manual (AFM) Limitations and Procedures as identified in Table 1 of this AD Issue 1.

**The MMEL update:** Airbus A330/A340 Master Minimum Equipment List (MMEL) items/entries listed below, as provided in Airbus A330/A340 MMEL Major Event Revision (MER) dated 12 March 2025:



- Entry “L/G Retraction Fault”
- Item 32-31-04 “Landing Gear Retracting System”
- Item 32-33-01 “Landing Gear Gravity Extension System”

Table 1 – AFM Update

| Aircraft Type/Model  | AFM Sections                                                                                                                                                                                                                                                                                  |
|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A330                 | <p>Flight with landing gear down:<br/> Limitations, Normal Procedures and Abnormal Procedures dated 09 October 2024<br/> APP-LGDN-00005557.0001001<br/> APP-LGDN-00005557.0003001 (if soft go-around function is installed)<br/> APP-LGDN-00005558.0001001<br/> APP-LGDN-00025292.0001001</p> |
| A340-200<br>A340-300 | <p>Flight with landing gear down:<br/> Limitations, Normal Procedures and Abnormal Procedures dated 09 October 2024<br/> APP-LGDN-00005644.0001001<br/> APP-LGDN-00005643.0001001<br/> APP-LGDN-00025294.0002001</p>                                                                          |
| A340-500<br>A340-600 | <p>Flight with landing gear down:<br/> Limitations, Normal Procedures and Abnormal Procedures dated 09 October 2024<br/> APP-LGDN-00005644.0001001<br/> APP-LGDN-00005643.0002001</p>                                                                                                         |

**Reason:**

During the certification activity of Revenue Flight Landing Gear Down (RFLGD) operations for the Beluga XL aircraft, it has been determined that the brake system accumulator might be exposed to temperature lower than the one to which the accumulator is qualified.

It has also been determined that the Shut-Off Valve (SOV) protecting the brake accumulators from internal hydraulic pressure loss, in case of loss of the blue hydraulic system, could be identically affected while performing RFLGD operations.

Each of these conditions, if not corrected, could lead to damage of the brake accumulator bladder as well as the loss of the SOV function, possibly resulting to the loss of emergency braking, and consequent damage to the aeroplane.

To address this potential unsafe condition, Airbus issued an update of the AFM limitations and procedures section for flight with landing gear down.



It has also been determined that, in case of dispatch of aeroplane under MMEL conditions associated to the ECAM “L/G RETRACTION FAULT” alert message, operations of Constant Speed Motor / Generator (CSM/G) will be prevented. This condition, if not corrected, would lead, after a total engine flame out, to the total loss of electrical power generation, and consequent loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the MMEL update, introducing a “no dispatch” instructions in case of ECAM alert “L/G RETRACTION FAULT”.

For the reasons described above, this AD requires amendment of the AFM and implementation of the MMEL update.

#### **Required Action(s) and Compliance Time(s):**

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

#### **MMEL Amendment:**

- (1) Within 30 days after the effective date of this AD, implement the instructions of the MMEL update, as defined in this AD, inform all flight crews, and thereafter, operate the aeroplane accordingly.
- (2) Amendment of the operator’s MEL of an aeroplane by incorporating the MMEL update is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

#### **AFM Amendment:**

- (3) For all aeroplanes, except A330-223F and A330-243F: Concurrently with the MMEL amendment, as required by paragraph (1) of this AD, implement the AFM update, as defined in this AD, inform all flight crews and, thereafter, operate the aeroplane accordingly.
- (4) Amending the applicable AFM of an aeroplane by incorporating a later revision, which includes the AFM update, is an acceptable method to comply with the requirements of paragraph (3) of this AD for that aeroplane.

#### **Ref. Publications:**

A330 AFM DU APP-LGDN-00005557.0001001 dated 09 October 2024.

A330 AFM DU APP-LGDN-00005557.0003001 dated 09 October 2024.

A330 AFM DU APP-LGDN-00005558.0001001 dated 09 October 2024.

A330 AFM DU APP-LGDN-00025292.0001001 dated 09 October 2024.

A340 AFM DU APP-LGDN-00005644.0001001 dated 09 October 2024.

A340 AFM DU APP-LGDN-00005643.0001001 dated 09 October 2024.



A340 AFM DU APP-LGDN-00005643.0002001 dated 09 October 2024.

A340 AFM DU APP-LGDN-00025294.0002001 dated 09 October 2024.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Airbus A330/A340 MMEL MER dated 12 March 2025.

#### Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 05 September 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – 1IAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

