



# Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 16-132**

**Issued: 12 September 2016**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A340 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Numbers:** EASA.A.015

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 32 – Landing Gear – Nose Landing Gear Hydraulic Control Unit – Replacement

### Manufacturer(s):

Airbus (formerly Airbus Industrie)

### Applicability:

Airbus A340-541, A340-542 and A340-642 aeroplanes, all manufacturer serial numbers.

### Reason:

An aeroplane experienced a sudden veering during the take-off run, at a speed of 47 kts. Analysis of the Flight Data Recorder showed a "Braking and Steering Control Unit Channel 1 Fault", followed by a loss of the nose wheel steering. Investigation results showed that a brief "hydraulic lock" occurred in the Hydraulic Control Unit (HCU), causing a slow return of the nose wheel to centre in castoring mode.

This condition, if not corrected, could lead to the loss of the control of the aeroplane during take-off, possibly resulting in damage to the aeroplane and injury to the occupants.

To initially address this potential unsafe condition, for A330 and A340-200/-300 aeroplanes, Airbus developed a modification of the HCU by adding a check valve between the selector valve and the servo valve. Airbus published Service Bulletin (SB) A340-32-4194 for accomplishment of this



modification in-service. Consequently, DGAC France issued AD F-2005-016 (EASA approval 2005-499) to require this modification.

Since that AD was issued, it was determined that A340-500/-600 aeroplanes are also affected by this unsafe condition, and Airbus published SB A340-32-5117 to provide modification instructions.

For the reasons described above, this AD requires modification of the affected aeroplanes by installing a modified HCU. This AD also prohibits reinstallation of pre-mod HCU, and allows installation of a later approved HCU standard.

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

Required as indicated, unless accomplished previously:

- (1) Within 48 months after the effective date of this AD, modify the aeroplane by replacing the affected HCU P/N D24067000-3 with an improved HCU P/N D24067000-6, in accordance with the instructions of Airbus SB A340-32-5117.
- (2) Do not install on any aeroplane an HCU P/N D24067000-3, as required by paragraph (2.1) or (2.2) of this AD, as applicable.
  - (2.1) For an aeroplane equipped with an HCU P/N D24067000-3: After modification of that aeroplane as required by paragraph (1) of this AD.
  - (2.2) For an aeroplane not equipped with an HCU P/N D24067000-3: From the effective date of this AD.
- (3) Installation on an aeroplane of an HCU standard, approved after the effective date of this AD, is equal to compliance with the requirements of paragraph (1) of this AD for that aeroplane, provided the conditions as specified in paragraphs (3.1) and (3.2) are met.
  - (3.1) The HCU standard must be approved by EASA, or approved under Airbus Design Organisation Approval (DOA); and
  - (3.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under DOA.

**Ref. Publications:**

Airbus SB A340-32-5117 original issue dated 31 August 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 10 October 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAL (Airworthiness Office),  
E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

