



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 19-049

**Issued:** 28 March 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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 Number(s):** EASA.A.015

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA – Aircraft Flight Manual – Landing Distance Determination Procedure – Amendment

**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus 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 procedures:** The AFM ABN-GEN: Airbus A340 Airplane Flight Manual (AFM) 'Abnormal Procedures General' ABN-GEN-00014579.0001001 and the AFM EMER-GEN: Airbus A340 AFM 'Emergency Procedures General' EMER-GEN-00014578.0001001, both approved on 14 May 2018.

**Reason:**

An occurrence was reported of incorrect landing performance computation while entering in-flight braking failures during a training simulator session. Investigation results indicate an inconsistency between some Electronic Centralised Aircraft Monitored (ECAM) entries related to brake failures and the corresponding identification of inoperative brakes considered for the computation of the associated landing performance. Incorrect brake energy computation could lead to certified



maximum brake energy exceedance, depending on aircraft and environmental conditions (weight, temperature, altitude), with consequent brake fire or tire burst. In addition, a computed landing distance, in combination with brake failure(s), may be shorter than the actual one.

This condition, if not corrected, could lead to a runway excursion, possibly resulting in damage to the aeroplane and injury to occupants.

To address this unsafe condition, Airbus corrected the data file used for landing performance computation following in-flight system failure and issued the AFM procedures.

For the reasons described above, this AD requires amendment of the applicable AFM by inserting the AFM procedures.

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

Required as indicated, unless accomplished previously:

#### **AFM Amendment:**

- (1) Within 30 days after the effective date of this AD, amend the applicable AFM by incorporating the AFM procedures, as defined in this AD, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (2) Amending the applicable AFM of an aeroplane to incorporate later AFM revisions, which includes the AFM procedures, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

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

Airbus A340 AFM change ABN-GEN-00014579.0001001 dated 14 May 2018.

Airbus A340 AFM change EMER-GEN-00014578.0001001 dated 14 May 2018.

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

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 25 April 2019.
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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. 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).

