



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-146

Issued: 14 December 2023

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 S.A.S.

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 31 – Indicating and Recording Systems – Flight Warning Computer Software – Modification

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 SB: Airbus Service Bulletin (SB) A340-31-5059.

Groups: Group 1 aeroplanes are those that have Flight Warning Computer (FWC) software (SW) T4-0 standard, or earlier, installed.

Group 2 aeroplanes are those that have FWC SW T5-0 standard, or later, installed.

Reason:

To prevent uncommanded extension of the landing gear (LG) during cruise, A340-500 and A340-600 aeroplanes are equipped with a safety valve cutting off hydraulic pressure to the LG extension /



retraction system above a certain Calibrated Air Speed (CAS), which might not always be achieved in all flight profiles, or operations.

Below the CAS threshold, any failure of the LG selector valve might lead to powered deployment of the LG into the closed LG doors, possibly resulting in structural or/and LG system damage.

It has been determined that proper annunciation of this condition, which allows the flight crew to manage this failure and take appropriate actions in flight, is available to the flight crew only if FWC SW T5-0 is installed.

For the reason described above, this AD requires installation of FWC SW standard T5-0 (or later), and prohibits (re)installation of earlier FWC SW standards.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, install FWC SW standard T5-0 (Part Number LA2E20202T50000) in accordance with the instructions of the SB.

Alternative Method of Compliance:

- (2) Installing FWC SW approved standard later than T5-0 on an aeroplane, in accordance with Airbus approved instructions, is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

FWC SW Installation:

- (3) Do not install on any aeroplane any FWC SW standard T4-0, or earlier, as required by paragraph (3.1) or (3.2) of this AD.

(3.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) or as specified by paragraph (2) of this AD.

(3.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

Airbus SB A340-31-5059 original issue dated 09 December 2013.

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

Remarks:

1. This Proposed AD will be closed for consultation on 11 January 2024.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

