

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 09-132 Date: 24 November 2009 Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, 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 closing date indicated.	
Type Approval Holder's Name : AIRBUS		Type/Model designation(s) : A340-500/-600 aeroplanes
TCDS Number : EASA.A.015		
Foreign AD : Not applicable		
Supersedure : None		
ATA 28	Fuel – Main and Standby Fuel Pump Wiring – Modification	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.	
Reason:	An A340-642 operator reported a Main Fuel Pump 4 fault that occurred during descent. Afterwards it was followed by a 2 times Eng 4 Stall/Surge Message and finally the engine had an auto shutdown with Message Engine 4 Fail. Analysis of the A340-500/600 aircraft fuel-pump electrical-circuit design has shown that when a main fuel pump becomes unserviceable and the fuel pressure indication system indicates abnormal High (HI) pressure, these unwanted conditions occur: - There is no Electronic Centralized Aircraft Monitor (ECAM) caution or fault light of the unserviceable fuel pump. - The crew cannot manually set the standby fuel pump to 'ON' because of the main pump pressure abnormal HI condition. Simultaneous loss of at least two Main Pumps along with other potential failures related to the in-service event may lead to a dual engine loss. This AD mandates the modification of the main and standby pump wiring logic which will let the related standby fuel pump be set 'ON' irrespective of the status of the main fuel pump pressure switch in each of the	

	conditions that follow: - After the main fuel pump becomes unserviceable. - When the push-button switch of the related main fuel pump is set to 'OFF', even if the fuel pump pressure indicates abnormally HI.
Effective Date:	14 days after final AD issue date
Required action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: Within 13 500 Flight Hours after the effective date of this AD, modify the electrical circuit associated to the main and standby pumps in the Left Hand (LH) and Right Hand (RH) wing in accordance with the instructions of Airbus Service Bulletin A340-28-5050.
Ref. Publications:	Airbus Service Bulletin A340-28-5050 at original issue. The use of later approved revisions of this document is acceptable for compliance with the requirements of the AD.
Remarks :	1. This Proposed AD will be closed for consultation on 22 December 2009. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EAL; E-mail: airworthiness.A330-A340@airbus.com.