



Airworthiness Directive

AD No.: 2024-0020

Issued: 17 January 2024

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):

A340 aeroplanes

Effective Date: 31 January 2024

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 by this AD, unless the actions required by this AD have been already accomplished:

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 revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 14 December 2023 as PAD 23-146 for consultation until 11 January 2024. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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.

