



Airworthiness Directive

AD No.: 2019-0100

Issued: 07 May 2019

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A340 aeroplanes

Effective Date: 21 May 2019

TCDS Number(s): EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA [Not applicable] – 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 28 March 2019 as PAD 19-049 for consultation until 25 April 2019. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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](#).



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

