

How to use the software on the plane 300 million USD

In general, lag does not belong to computers but aircraft and other machines are 'expensive' and the way to 'correct' is the same.

Any mechanical device needs a break, from low-cost phones to devices costing several hundred million dollars such as airplanes.

EU Aviation Safety Organization (EASA) has just warned the airlines: Airbus A350 planes, if the software has not been updated, the system must be reset every 149 hours, otherwise these devices will face the risk of losing part, even the whole function.



The aircraft must always operate continuously to move from one region to another to help airlines with funding to maintain operations. They can only 'rest' when having problems and must be maintained.

Unlike other conventional devices, to launch a civil aircraft for it to operate smoothly the machines inside, experts sometimes take more than half an hour.

Due to the detection of a system error that exists in the aircraft's timer system, in particular the older version of the Airbus A350-941 series (first launched in 2013) may cause undesirable disturbances. If the plane is not 'reset'. EASA has recommended that airlines that still use this type of aircraft need to turn off all aircraft before it reaches 149 hours of continuous operation.



Driver cabin of Airbus A350 aircraft.

Airbus has released a software to solve this bug on A350-941 series aircraft. However, airlines will not choose to update the new software for the aircraft because this means that the aircraft must remain in stock during the update process, then undergo a series of security tests. all. They will choose a simpler way, turn the device on and off before the aircraft reaches 149 hours of continuous operation.

In general, non-computer "lag" diseases are not "right" for other aircraft and other machines and the same way to "fix" them.

Currently, Airbus has not yet made any comments about the warnings and simple fixes that EASA offers.

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