	AIRWORTHINESS DIRECTIVE No F-2003-105 R2	Distribution: B	Issue date: December 10, 2003	Page : 1/2
Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC: <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2003-105 R1		
Person in charge of airworthiness: AIRBUS		Type(s): A340-500/-600 aircraft		
Type certificate(s) No. 183 TCDS No 183				
ATA chapter: 22, 27	Subject: Automatic landing			

1. EFFECTIVITY:

AIRBUS A340 aircraft, models -541 and -642, all serial numbers, except aircraft that have embodied AIRBUS modification 51733 in production or AIRBUS Service Bulletin (SB) A340-27-5010 in service.

2. REASONS:

During a flight test on an A340-500, a significant deviation from the runway centerline was reported during an automatic landing.

This event occurred on an aerodrome where the ILS (Instrument Landing System) protection function was deactivated.

The flight crew regained manual control of the aircraft but could not avoid a significant deviation from the runway centerline. The deviation remained however lower than the available runway width.


The analysis of this event revealed that this deviation was due to a high amplitude disturbance of the outer Localizer signal of the unprotected Localizer beam. The protection function is activated when the low visibility CAT II and CAT III ground procedures are applied.

The analyses also revealed that for the A340-500 and A340-600 aircraft, transition from automatic to manual control during the approach phase could delay the recovery of the runway centerline in the case of a large lateral deviation.

On this subject, the Airworthiness Directive (AD) 2003-105 required application of an operational limitation.

The aim of the Revision 1 was to extend the applicability paragraph of this AD to the model A340-541.

This Revision 2 repeats the requirements of the AD 2003-105 R1 and introduces the Alternative Means of Compliance (AMOC) through a terminating action installing a new software standard for all FCPC: the FCPC W8.

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3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following measures are rendered mandatory from March 05, 2003 (effective date of AD 2003-105 at original issue).

3.1. Operational limitation

Operators must modify their operational procedures in accordance with limitation defined in the Aircraft Flight Manual as follows:

"AUTOLAND (Continuation)

Automatic landing in CAT I or better weather conditions, on CAT I ILS or on ILS beam not protected as it would be during actual CAT II or CAT III operations, is prohibited".

The incorporation of this limitation or of this AD into the Aircraft Flight Manual and its application by the flight crew ensures conformity with this AD.

Note: The limitation above has been incorporated into the manufacturer's Flight Manual by A340 AFM TR No. 2.05.00/58 for A340-600 (approved by the DGAC on February 25, 2003) and A340 AFM TR No. 2.05.00/61 for A340-500 (approved by the DGAC on April 16, 2003).

3.2. Modification (AMOC)

The modification or replacement of all FCPC following instructions given in SB A340-27-5010 of this AD cancels the operational limitation introduced by paragraph 3.1. of this AD.

4. REFERENCE PUBLICATIONS:

A340 AFM TR No. 2.05.00/58 approved by the DGAC on February 25, 2003
A340 AFM TR No. 2.05.00/61 approved by the DGAC on April 16, 2003.
Service Bulletin AIRBUS A340-27-5010
(Any other later approved revision of these documents is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt from March 05, 2003
Revision 1 : July 05, 2003
Revision 2 : December 20, 2003

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS - Gérard MEUREY - Facsimile: 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 1455 dated December 02, 2003.