 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2005-044		Distribution: B	Issue date: March 16, 2005	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>		
<p style="text-align: center;">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.</p>					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A340-500/-600 aircraft		
Type certificate(s) No. A.015 TCDS No A.015					
ATA chapter: 32		Subject: Main landing gear (MLG) - Modification of wiring from LGCIU 2 to the EBCU			

1. **EFFECTIVITY:**

AIRBUS aircraft A340-500 and A340-600 series, all certified models, all serial numbers, except aircraft on which AIRBUS modification 53314 has been embodied in production or AIRBUS Service Bulletin (SB) A340-32-5044 has been embodied in service.

2. **REASONS:**


Recent investigations on A340-500/-600 aircraft have revealed that the wiring to the Emergency Braking Control Unit (EBCU) does not comply with the Braking and Steering Control System (BSCS) architecture integrity as defined at Type Certification.

According to the BSCS architecture, the EBCU should receive an input for the right hand (RH) MLG on ground from the Landing Gear Control and Interface Unit (LGCIU) 1 and input for the left hand (LH) MLG on ground from the LGCIU 2. However, testing has highlighted that the EBCU receives inputs for both the RH and LH MLG on ground from the LGCIU 1.

The wiring discrepancy would become apparent only after loss of normal and alternate braking (i.e. when the Ultimate Emergency Braking mode is activated). This includes but not limited to loss of BSCU combined with loss of green and blue hydraulics.

No availability of LGCIU outputs can lead to a loss of zero torque pressure (ZTP) mode resulting in unannounced reduction in braking capacity and could be followed by unannounced loss of braking which is considered potentially catastrophic.

To prevent the loss of braking in case of emergency, this Airworthiness Directive (AD) renders mandatory wiring amendments from the LGCIU 2 to the EBCU and thus restores the wiring configuration in accordance with the system design.

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3. MANDATORY ACTION AND COMPLIANCE TIME:

The following measures are rendered mandatory from the effective date of this AD:

Unless already accomplished, no later than January 31, 2010, modify the wiring from LGCIU 2 to the EBCU in accordance with AIRBUS SB A340-32-5044.

4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A340-32-5044
(Any further approved revision of this SB is acceptable).

5. EFFECTIVE DATE:

March 26, 2005.

6. REMARK:

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

AIRBUS SAS - Airworthiness Office - EAL - Fax : 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2005-2237 dated March 09, 2005.