Airworthiness Directive

AD No.: 2016-0195

Issued: 30 September 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	Type/Model designation(s):
AIRBUS	A310 and A300-600 aeroplanes

Effective Date:	14 October 2016
TCDS Number(s):	EASA.A.172
Foreign AD:	Not applicable
Supersedure:	None

ATA 31 – Instruments – Electronic Centralized Aircraft Monitoring Symbol Generator Unit – Replacement

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Manufacturer(s):
Airbus (formerly Airbus Industrie)

Applicability:
Airbus A300-600 and A310 aeroplanes, all certified models, all manufacturer serial numbers, except those on which Airbus modification (mod) 12691 or Airbus mod 13665 has been embodied in production.

Reason:
An operator recently reported two events of unreliable airspeed indications. Investigations revealed that in both events, a Pitot heater resistance was shorted to ground.

Pitot probes are heated to prevent ice accretion. De-icing performances of the Pitot probe might be reduced if Pitot probe heater degrades over time. The magnitude of de-icing performances reduction will depend on how much the heater is degraded. The Pitot probe de-icing reduction will be hidden to the crew (the heater current detector will not trigger a "Heat Fault" because in case of short-to-case failure the resulting current variation will be limited).

In severe icing conditions, if de-icing performances are significantly reduced, it may cause unreliable airspeed events, with no cockpit effects except erroneous airspeed indication(s) displayed on the Primary Flight Display (PFD) or the standby airspeed indicators.

Unreliable airspeed indications, if not recognized by the crew, could possibly result in reduced control of the aeroplane.

To ensure proper crew awareness of unreliable airspeed indication(s) situation, Airbus introduced a dedicated Electronic Centralised Aircraft Monitoring (ECAM) Warning (Indicated Airspeed Discrepancy Warning).

The following configuration is required to enable this ECAM Warning:

- The Flight Warning Computer (FWC) standard S17 has to be installed by accomplishing Service Bulletins (SB) A310-31-2144 or A300-31-6140: this requirement was already rendered mandatory by EASA AD 2015-0174;
- The ECAM Symbol Generator Unit (SGU), standard W32, Part Number (P/N) 9612670332 has to be installed, by accomplishing Service Bulletins (SB) A310-31-2123, A300-31-6124 or SB A300-31-6113.

For the reason described above, this AD requires a software standard upgrade of the ECAM SGU.

Required Action(s) and Compliance Time(s):
Required as indicated, unless accomplished previously:

(1) Within 36 months after the effective date of this AD, replace the ECAM SGU of the aeroplane with a new ECAM SGU standard W32 in accordance with the instructions of Airbus SB A310-31-2123 original issue or Revision 01, or SB A300-31-6113 Revision 02 or Revision 03, or SB A300-31-6124 original issue or Revision 01, as applicable.

(2) An aeroplane with SGU standard W32 (P/N 9612670332) or SGU Standard W33 (P/N 9612670333) embodied before the effective date of this AD, is compliant with the modification requirements of paragraph (1) of this AD.

(3) Do not install any ECAM SGU standard earlier than W32 on an aeroplane, as required by paragraph (3.1) or (3.2) of this AD, as applicable.

(3.1) For an aeroplane that, on the effective date of this AD, has SGU standard W32 or higher installed: From the effective date of this AD.

(3.2) For an aeroplane that, on the effective date of this AD, has ECAM SGU standard earlier than W32 installed: After modification of that aeroplane as required by paragraph (1) of this AD.

Ref. Publications:
Airbus SB A310-31-2123 original issue dated 04 January 2006, or Revision 01 dated 01 July 2016.

Airbus SB A300-31-6113 Revision 02 dated 04 September 2014, or Revision 03 dated 05 July 2016.

Airbus SB A300-31-6124 original issue dated 13 October 2005, or Revision 01 dated 04 July 2016.

The use of later approved revisions of these 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 30 August 2016 as PAD 16-123 for consultation until 27 September 2016. The Comment Response Document can be found at http://ad.easa.europa.eu.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office)
   E-mail: continued.airworthiness-wb.external@airbus.com.