Airworthiness Directive

AD No.: 2016-0248

Issued: 15 December 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:
AIRBUS

Type/Model designation(s):
A300 aeroplanes

Effective Date: 29 December 2016
TCDS Number(s): EASA.A.172
Foreign AD: Not applicable
Supersedure: None

ATA 34 – Navigation – Pitot Probe Heater Insulation Resistance – Inspection

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Manufacturer(s):
Airbus (formerly Airbus Industrie)

Applicability:
Airbus A300 aeroplanes, all certified models, all manufacturer serial numbers.

Reason:
An operator reported a reduction of the de-icing performance of the pitot probe over the time. 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. Investigation results highlighted that the magnitude of de-icing performance reduction depended on how much the heater is degraded. This degradation could remain hidden to the crew.

Pitot probes heater degradation, if not detected and corrected, could lead to unreliable airspeed indications, possibly resulting in reduced control of the aeroplane.

To ensure nominal de-icing performances of the Pitot probe, Airbus developed an inspection process to check the pitot heater performance, and published Service Bulletin (SB) A300-34-0185 to provide the necessary instructions to operators.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the pitot heater, and, depending on findings, replacement with a serviceable one.

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

Note 1: For the purpose of this AD, the 'pitot probes' are the First Officer's Pitot Probe 40DA, Captain's Pitot Probe 41DA, and Standby Pitot Probe 42DA.

Inspections:
(1) Within the compliance time defined in Table 1 of this AD, and thereafter, at intervals not exceeding 24 months, accomplish a DET of the heater insulation resistance on each pitot probe (see Note 1 of this AD) in accordance with the instructions of Airbus SB A300-34-0185.

Table 1 – Initial DET Pitot Probe Heater Insulation Resistance

Compliance Time (whichever occurs later, **A** or **B**)	
A	Within 24 months since last application of a pitot heater resistance insulation test in accordance with the instructions of the applicable A300 Aircraft Maintenance Manual (AMM), Task 30-31-00
B	Within 6 months after the effective date of this AD

(2) If, during any DET as required by paragraph (1) of this AD, any pitot probe fails the test, before next flight, replace the affected pitot probe with serviceable one, in accordance with the instructions of Airbus SB A300-34-0185.

(3) Replacement of pitot probes on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:
Airbus SB A300-34-0185 original issue dated 29 August 2016.

The use of later approved revisions of this document 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 10 November 2016 as PAD 16-159 for consultation until 08 December 2016. No comments were received during the consultation period.

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.