



SERVICE INFORMATION LETTER

SUBJECT: ERRATIC AIRSPEED INDICATION – PITOT PROBES
MAINTENANCE ACTION

ATA CHAPTER: 34-10

AIRCRAFT TYPE: A300 / A310 / A300-600 / A318 / A319 / A320 / A321 / A330 / A340 (all models) / A380

APPLICABILITY: All Aircraft

REFERENCES: OIT SEE/999.0009/99
TFU 34.10.00.028 for A320 family
TFU 34.11.15.003 for A300/A310 family
TFU 34.13.00.005 for A330/A340 family
MPD 34-11, 34-21, 34-22
AMM 34-10, 34-20

Note: this SIL supersedes the SIL 34-026

1. PURPOSE:

This Service Information Letter aims at providing operators with the list of scheduled maintenance actions that will minimize occurrence of airspeed discrepancies, as well as the recommended actions to perform on aircraft whenever such an event happens.

In addition, Airbus recommends the operators to report any relevant aircraft findings to Airbus.

This SIL revision is dedicated to the A380 information and the update of some general data.

Changes in subject SIL are highlighted by a vertical revision bar in the left hand margin of the respective page.

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2. BACKGROUND

Cases of airspeed discrepancies have been reported from the field. These airspeed discrepancies can be caused by a Pitot probe perturbation under marginal weather conditions obstruction by external particles.

This phenomenon can affect all Airbus programs even if the A320 family aircraft equipped with Thales Pitot probe PN C16195AA remains the most impacted.

3. DESCRIPTION

Investigations conducted on A320 family aircraft showed that most of airspeed discrepancy events were due to Pitot water ingress and to probe draining holes obstructed by external particles.

TFU 34.10.00.028 refers.

The solution is a new Pitot probe with enhanced water trap and relocated drain holes. This new Pitot probe is today available.

However, Airbus experience shows that for a few remaining cases, a Pitot probe can be blocked by other pollution, such as dust and insects.

To prevent this case of airspeed discrepancy, a preventive action is required. Consequently, Airbus modified the maintenance interval to drain and flush the Pitot pressure line.

4. AIRBUS ACTIONS

4.1. RECOMMENDATIONS:

Operators are reminded that Pitot tube covers should be used:

1. When the aircraft is parked, to reduce the risk of foreign material ingress (dust, insect, etc.).
Refer to AMM 10-11-00 for all aircraft
2. During external aircraft cleaning do avoid cleaner wax ingress. Refer to AMM 12-21-11 for all aircraft.

A new Pitot probe manufactured by Thales has been certified on A320 family.

Airbus recommends installing this new PN C16195BA at any opportunity thanks to Airbus SB A320-34-1354.

4.2. MAINTENANCE ACTIONS:

In order to prevent recurrence of the event by isolating and correcting the faulty system, following maintenance actions should be regularly performed. Intervals will be detailed in paragraph 4.4.

Note: These procedures are to be performed in the order described below, for maximum efficiency.

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**SERVICE INFORMATION LETTER****4.2.1. Air Data Leak Test:**

- * A300:
AMM 34-11-10 Page Block 501 (A300B2/B4 analog)
AMM 34-11-00 Page Block 501 (A300 FFCC)
- * A310/A300-600:
AMM 34-10-00 Page Block 501
- * A318/A319/A320/A321:
AMM Task 34-13-00-790-002 (Principal system)
AMM Task 34-21-00-790-001 (Standby system)
AMM TASK 34-22-25-790-001 (ISIS, post mod 27620)
- * A330/A340:
AMM Task 34-11-00-790-801 and/or -802
AMM TASK 34-22-25-790-801 (ISIS, post mod 47244)
- * A380:
AMM Task 34-20-00-790-801 (Stby system)

4.2.2. Flushing of the affected pitot line(s):

- * A300:
AMM 34-11-10 Page Block 301 (A300B2/B4 analog)
AMM 34-11-00 Page Block 301 (A300 FFCC)
- * A310/A300-600:
AMM 34-10-00 Page Block 301
- * A318/A319/A320/A321:
AMM Task (Page Block 301) 34-10-00-170-001 and/or -003
AMM TASK 34-22-25-170-001 (ISIS, post mod 27620)
- * A330/A340:
AMM Task 34-11-00-170-801 and/or -803
AMM TASK 34-22-25-170-801 (ISIS, post mod 47244)
- * A380:
AMM Task 34-22-25-170-801 (Stby system)

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**SERVICE INFORMATION LETTER****4.2.3. Inspection check of the Pitot probes:**

- * A300/A310/A300-600:
AMM 34-11-15 Page Block 601
- * A318/A319/A320/A321:
AMM Task 34-11-15-200-001
- * A330/A340:
AMM Task 34-11-15-200-801
- * A380:
AMM Task 34-10-00-100-802 (Multi Function Probe cleaning)
AMM Task 34-20-00-100-801 (Stby Pitot probe cleaning)

4.2.4. Probe Heat System Test:

- * A300/A310/A300-600:
AMM Task 30-31-00 Page Block 501
- * A318/A319/A320/A321:
AMM Task 30-31-00-710-001
- * A330/A340:
AMM Task 30-31-00-710-801
- * A380:
Not applicable

4.2.5. ADR BITE Test:

- * A300 (ADC Operational Test):
AMM 34-11-20 Page Block 501 (A300B2/B4 analog)
AMM 34-18-00 Page Block 501 (A300 FFCC)
- * A310/A300-600:
AMM 34-10-00 Page Block 501
- * A318/A319/A320/A321:
AMM Task 34-13-00-740-003
- * A330/A340:
AMM Task 34-13-00-740-803

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* A380:
AMM Task 34-10-00-740-801

4.3. MAINTENANCE FEEDBACK:

In case an event of airspeed discrepancy is experienced, a detailed feedback from the flight crews is essential to conduct an investigation.

In order to characterize the external conditions that may produce such airspeed discrepancies, the operators are invited to provide Airbus with the following data:

- The Telex showing the weather forecasts/conditions
- The flight crew report
- The post flight report (PFR)
- ADR troubleshooting data (TSD)
- ADR Class 3 faults

Airbus recommends the use of the questionnaire attached to this SIL after any airspeed discrepancy occurrence. This form can be attached to the flight report and reported to Airbus.

4.4. DOCUMENTATION AFFECTED:

- A330/A340
- **MPD** task 341100-01-1 (new task introduced)
“Flushing of the Principal Total Pressure Lines”
The interval is reduced from 2C to C check in the 15 August 2006 MPD revision on A330 and 01 July 2006 on A340.
- **AMM** task 34-11-00-170-801-00 (Page Block 301)
“Flushing of the Principal Total Pressure Lines”
A procedure to unblock the pitot drain hole has been added in 1999.
- **MPD** task 342100-01-1
“Draining and flushing of the standby static and standby total pressure lines”
The title has been modified to be in accordance with the AMM.
The interval is reduced from 2C to C check in the 15 August 2006 MPD revision on A330 and 01 July 2006 on A340.
- **AMM** task 34-11-00-170-803-00 (Page Block 301)
“Draining and flushing of the standby static and standby total pressure lines”
A procedure to unblock the Pitot drain hole has been added in 1999.
- **MPD** task 342200-01-1 (ISIS, post mod 47244)
Draining and flushing of the standby static and standby total pressure lines”
The interval is reduced from 2C to C check in the 15 August 2006 MPD revision on A330 and 01 July 2006 on A340.

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- **MPD** task 342100-02-1
“Leak test of the standby Air Data System”
The title has been modified in 1999 to be in accordance with the AMM.
- **AMM** task 34-11-00-790-802-00 (Page Block 501)
“Leak test of the standby Air Data System”
The draining procedure and the visual inspection of the pitot drain hole have been deleted in 1999 because it has been covered by the AMM task 34-11-00-170-803-00 (Page Block 301).
- A318/A319/A320/A321
 - **MPD** task 341300-07-1 (new task introduced)
“Flushing of the Principal Total Pressure Lines”
The interval is reduced from 11 000 FH to 6000 FH or 20 months in the 01 May 2007 MPD revision.
 - **AMM** Task 34-10-00-170-001-00 (Page Block 301)
“Flushing of the Principal Total Pressure Lines”
A procedure to unblock the pitot drain hole has been added in 1999.
 - **MPD** task 342100-02-1
“Draining and Flushing of the Standby Static and Standby Total Pressure Lines”
The title has been modified in 1999 to be in accordance with the AMM, and the reference to the leak test has been deleted because it has been covered by the MPD task 342100-01-1.
The interval is reduced from 11 000 FH to 6000 FH or 20 months in the 01 May 2007 MPD revision.
 - **AMM** task 34-10-00-170-003-00 (Page Block 301)
“Draining and Flushing of the Standby Static and Standby Total Pressure Lines”
A procedure to unblock the pitot drain hole has been added in 1999.
 - **MPD** task 342200-02-1 (ISIS, post mod 27620)
“Draining and Flushing of the Standby Static and Standby Total Pressure Lines”
The interval is reduced from 11 000 FH to 6000 FH or 20 months in the 01 May 2007 MPD revision.
 - **MPD** task 342100-01-1
“Leak test of the standby Air Data System”
The title has been modified in 1999 to be in accordance with the AMM.
 - **AMM** task 34-21-00-790-001-00 (Page Block 501)
“Leak test of the standby Air Data System”
The draining procedure and the visual inspection of the pitot drain hole have been deleted in 1999 because it has been covered by the AMM task 34-11-00-170-003-00 (Page Block 301).

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- A310/A300-600:
 - **MPD** task 341100-02-1
“*Flushing of pitot and static lines*”
A reference to the SIL 34-084 has been added in 1999.
 - **AMM** 34-10-00 Page Block 301
“*Air Data System Flushing*”
A procedure to unblock the pitot drain hole has been added in 1999.
- A300:
 - **MPD** task 341100-0505-1
“*Flushing of pitot and static systems*”
A reference to the SIL 34-084 has been added in 1999.
 - **AMM** 34-11-10 Page Block 301 (A300 B2/B4 analog)
 - **AMM** 34-11-00 Page Block 301 (A300 FFCC)
 - “*Air Data System Flushing*”
A procedure to unblock the pitot drain hole has been added in 1999.
- A380:
 - **MPD** task 341000-00006-01 (Revision 01 June 2007)
“*Cleaning of the MFP probes*”- interval is 36 Months.
 - **MPD** task 342000-00001-01 (Revision 01 June 2007)
“*Cleaning of the Pitot probe drain hole*”- interval is 36 Months.

5. MODIFICATION INFORMATION

N/A.

6. MATERIAL

N/A.

7. PROCUREMENT

N/A.

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ANNEX

OPERATOR:	AIRCRAFT MSN:	EVENT DATE:
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1) Weather conditions during the event:	YES	NO
- Presence of rain.....	<input type="checkbox"/>	<input type="checkbox"/>
- Presence of hail.....	<input type="checkbox"/>	<input type="checkbox"/>
- Presence of fog.....	<input type="checkbox"/>	<input type="checkbox"/>
- Stormy conditions.....	<input type="checkbox"/>	<input type="checkbox"/>
- Strong wind gusts.....	<input type="checkbox"/>	<input type="checkbox"/>
- Freezing conditions.....	<input type="checkbox"/>	<input type="checkbox"/>
- Lightning strikes.....	<input type="checkbox"/>	<input type="checkbox"/>

2) Aircraft parameters during the event:		
- Altitude:	- Airspeed:	- TAT/SAT:
- Affected side(s):	<input type="checkbox"/> #1 <input type="checkbox"/> #2	<input type="checkbox"/> #3 (stby)
- Initial airspeed jump:	<input type="checkbox"/> lower (than normal airspeed)	<input type="checkbox"/> higher
- Range of the airspeed jump or altitude jump:		
- Event duration:	- GMT:	
- Flight phase:		

3) Post flight check results:	YES	NO
- Leak test OK?.....	<input type="checkbox"/>	<input type="checkbox"/>
- Presence of water in the pitot hoses.....	<input type="checkbox"/>	<input type="checkbox"/>
- Presence of sand/dust in the pitot hoses.....	<input type="checkbox"/>	<input type="checkbox"/>
- Time since last pitot flushing:		

4) General comments: