



## Notification of a Proposal to cancel an Airworthiness Directive

**PAD No.: 22-145-CN**

**Issued: 25 October 2022**

Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.  
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS S.A.S.

**Type/Model designation(s):**

A318, A319, A320 and A321 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Cancellation:** This PAD-CN proposes to cancel EASA AD 2006-0135 dated 22 May 2006.

### ATA 29 – CANCELLED: Hydraulic Power – Ram Air Turbine – Speed Limitation

**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers on which HAMILTON SUNDSTRAND Ram Air Turbine (RAT) Part Number (P/N) 762308, P/N 762308A or P/N 766352 has been embodied in production.

**Definitions:**

For the purpose of this AD, the following definition apply:

**AFM TR:** Aircraft Flight Manual (AFM) Temporary Revision (TR) 2.05.00/67.

**Reason:**

During a flight test with an A320 aeroplane, high vibration and noise were reported two minutes after RAT deployment.



Investigation revealed that the encountered high vibrations resulted from a RAT imbalance, induced by the fracture of the RAT counterweights of the governing system of the RAT, as they were not in compliance with their design specifications.

In a high-speed configuration of the aeroplane, this situation could lead to the over-speed of the RAT up to the rupture of the blades of the RAT, preventing the critical aeroplane systems to be powered by the RAT and eventually causing subsequent damage to the aeroplane structure.

To address this potential unsafe condition, Airbus published the AFM TR and EASA issued AD 2006-0135 to limit the aeroplane speed only during flight tests with the RAT deployed.

Since that AD was issued, it has been determined that all counterweights of the affected batch (lot 1433) have been recovered.

For the reason described above, this PAD-CN proposes to cancel EASA AD 2006-0135.

**Required Action(s) and Compliance Time(s):**

The operational procedure and limitations of the AFM TR, as required by AD 2006-0135 for an aeroplane, are no longer necessary and can be removed from the AFM of that aeroplane.

**Ref. Publications:**

AFM TR 2.05.00/67 approved by EASA on 25 November 2005.

**Remarks:**

1. This Proposed AD-CN will be closed for consultation on 22 November 2022.
2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical or content of this PAD-CN, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

