

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-150</b>	Distribution: <b>B</b>	Issue date: <b>September 01, 2004</b>	Page : <b>1/2</b>
Direction générale de l'aviation civile France  GSAC publication	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;"><b>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.</b></p>			
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A320 aircraft</b>		
Type certificate(s) No. <b>180</b> TCDS No <b>180</b>				
ATA chapter: <b>29</b>	Subject: <b>Auxiliary hydraulic power - Airborne ground check module (AGCM)</b>			

### 1. EFFECTIVITY:

AIRBUS aircraft A320, all certified models, all serial numbers, which are equipped with Airborne Ground Check Module (AGCM) Hamilton Sundstrand with Part Number (P/N): 769104, 769105, or 769106.

Note: The aircraft having received in production AIRBUS modification 27189 without AIRBUS modification 28413 are not affected by the requirements of this Airworthiness Directive (AD).

### 2. REASONS:

Several operators have reported unsuccessful in-flight RAT tests during which a deployed RAT did not pressurize the blue hydraulic system.

Investigations show that air trapped in the RAT is the root cause of these events. This air may be transported into the RAT by the warming flow and can lead to RAT pump cavitations.


The warming flow is deleted by a modification of the AGCM.

To prevent the accumulation of air within the RAT, this AD renders mandatory an action on the RAT after any maintenance on the blue hydraulic system until the AGCM is modified.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

#### 3.1. For A/C:

- having received a maintenance action carried out on blue hydraulic system since the last application of the CMR 'one star' maintenance task "Operational check of RAT manual deployment and functional check of RAT using ground test unit followed by check of filter indicator" (MRB Report task 291000-7),  
and

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- without having applied at that time the action as defined in the paragraphs 4.1 and 4.2 of the All Operator Telex (AOT) A320-29A1112 Revision 1,

perform an action on the RAT as defined in the paragraphs 4.1 and 4.2 of the above mentioned AOT within 3 days or 20 flight hours following the effective date of this AD, whichever occurs first.

From the effective date of this AD, this action on RAT has to be done after any maintenance operation done on the blue hydraulic system.

- 3.2.** Before July 31, 2007, modify the AGCM in accordance with the instructions given in AIRBUS Service Bulletin A320-29-1111.

The AGCM units modified in accordance with the instruction given in SB A320-29-1111 are no more affected by the requirements of this AD.

#### **4. REFERENCE PUBLICATIONS:**

AIRBUS Service Bulletin A320-29-1111.  
All Operator Telex A320-29A1112 Revision 1 dated April 08, 2004.  
Any further approved revision of these documents is acceptable.

#### **5. EFFECTIVE DATE:**

September 11, 2004.

#### **6. REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:  
AIRBUS SAS – Airworthiness Office - Fax 33 5 61 93 44 51.

#### **7. APPROVAL:**

This AD is approved under EASA reference No 2004-9025 dated August 24, 2004.