


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0259</p> <p>Date: 10 December 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 21(4) exemption].</p>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A318, A319, A320 and A321 aeroplanes</p>	
<p>TCDS Number : EASA.A.064</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<p>ATA 29</p>	<p>Hydraulic Power – Ram Air Turbine (RAT) Balance Weight Screws – Inspection / Replacement</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, 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 (MSN), if equipped with a Hamilton Sundstrand Ram Air Turbine (RAT) model 'ERPS08', as identified by P/N in Hamilton Sundstrand Service Bulletin (SB) ERPS08M-29-8.</p>	
<p>Reason:</p>	<p>Hamilton Sundstrand (HS), the manufacturer of the RAT, reported the failure during a wind tunnel test of a balance weight fastening screw on the RAT turbine cover during a wind tunnel test. After investigation, it has been discovered that a batch of screws, which are used to attach the balance washers of the HS RAT Turbine Assembly, has not been subject to the correct heat treatment and the screws are consequently exposed to potential fracture.</p> <p>This condition, if not corrected, might lead to the ejection of screw heads and consequently to the detachment of the associated balance washers. The loss of balance washers could increase RAT vibrations, which might lead to a possible detachment of RAT parts and consequent loss of RAT functionality. The loss of the RAT, in combination with a total engine flame out, could result in loss of control of the aeroplane.</p> <p>For the reasons described above, this AD requires the replacement of all balance weight screws on the affected RAT turbine assemblies or, in case balance washer detachment is found, replacement of the RAT.</p>	

Effective Date:	24 December 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before the next RAT spin test, or within 3 000 flight hours (FH) or 12 months after the effective date of this AD, whichever occurs first:</p> <ul style="list-style-type: none"> - Identify the P/N and s/n of the RAT turbine assembly, and - In case the P/N and s/n of the RAT are listed in the applicable HS SB, or if the P/N or s/n cannot be identified, inspect the RAT in accordance with the instructions of Airbus All Operator Telex (AOT) A320-29A1150: <p>(1.1) If all balance screws are fitted on the turbine, within 3 000 FH or 12 months, whichever occurs first after the effective date of this AD, either:</p> <ul style="list-style-type: none"> - replace the RAT, or - replace all balance screws on the RAT. <p>(1.2) If one or more screws are fractured but the associated balance washers are still fitted on the RAT, before next flight, perform one of the actions as specified in paragraph (1) of this AD.</p> <p>(1.3) If one or more screws are fractured and any balance washer is missing, before next flight, replace the RAT.</p> <p>(2) Within 10 days after accomplishment of the inspection required by paragraph (1) of this AD, report the results, including no findings, to Airbus.</p> <p>(3) Aeroplanes with MSN 3501, 3651, 3698, 3717, 3748, 3775, 3797, 3804, 3819, 3823, 3824, 3825, 3826, 3827, 3828, 3829, 3831, 3833, 3834, 3835, 3836, 3837, 3838, 3840, 3843, 3845, 3848, 3850, 3852, 3855, 3857, 3859, 3861, 3863, 3866 and any subsequent have been (or will be) delivered by Airbus with a correct RAT installed. If the original RAT has not been replaced since the original delivery date of an aeroplane, the actions of paragraphs (1) and (2) of this AD are not required for that aeroplane.</p> <p>(4) After the effective date of this AD, do not install on an aeroplane any RAT as identified by P/N in HS SB ERPS08M-29-8, unless it has been inspected and, if necessary, corrected in accordance with the requirements of this AD.</p>
Ref. Publications:	<p>Airbus AOT A320-29A1150 at original issue.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Hamilton Sundstrand SB ERPS08M-29-8.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 07 October 2009 as PAD 09-121 for consultation until 04 November. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAS Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.