


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0199</p> <p>Date: 05 November 2008</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 1 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, 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 14(4) exemption].</p>	
Type Approval Holder's Name :	Type/Model designation(s) :
AIRBUS	A318, A319, A320 and A321 aircraft
TCDS Number: EASA A.064	
Foreign AD: Not applicable	
Supersedure: None	
ATA 29	Hydraulic Power – Auxiliary Hydraulic Power - Ram Air Turbine (RAT) Ejection Jack - Replacement
Manufacturer(s)	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability	<p>AIRBUS A318, A319, A320 and A321 aircraft, all certified models, all serial numbers equipped with HAMILTON SUNDSTRAND (formerly DOWTY) Ram Air Turbine (RAT) Ejection Jack, Model ERPS13EJ, Part Number (P/N) 114160004A or 114160005.</p> <p>Aircraft having received AIRBUS modification 27189 in production or AIRBUS Service Bulletin (SB) A320-29-1100 in service, and without having received AIRBUS modification 28413 in production, are not affected by the requirements of this AD.</p>
Reason:	<p>An A320 operator experienced difficulties in extending the RAT during a deployment testing.</p> <p>During the trouble shooting, the Ejection Jack of the RAT was removed and investigated.</p> <p>The investigation identified excessive wear of the uplock segments against the inner cylinder of the Ejection Jack, due to an incorrect blend radius of the inner cylinder. This problem was determined to be caused during the previous rework of the Ejection Jack and was possible due to the incomplete requirements contained within the Component Maintenance Manual (CMM).</p>

	<p>This Ejection Jack failure may prevent the effective deployment and use of the RAT in emergency conditions.</p> <p>This AD therefore mandates the replacement of an Ejection Jack that has been previously reworked in accordance with the incomplete CMM requirements. This will restore the reliability of the Ejection Jack of the RAT.</p> <p>The implementation of this modification was originally managed by an AIRBUS monitoring campaign. However the rate of installation of the corrective action by operators has not met the predicated target. As such and to ensure continued compliance with the certification requirements, it is considered necessary to require compliance by means of an AD.</p>
Effective Date:	19 November 2008
Required Action(s) and Compliance Time(s):	<p>Required as indicated:</p> <ol style="list-style-type: none"> 1. Unless accomplished previously, within 12 months after the effective date of this AD identify the S/N of the installed Ejection Jack of the RAT and, if included in the affected batch, replace it with a modified or reworked Ejection Jack in accordance with the instructions given in AIRBUS SB A320-29-1136. 2. After the effective date of this AD no person shall install RAT Ejection Jack Model ERPS13EJ, P/N 11416000 or 11416005 on an airplane unless it has been modified or reworked in accordance with AIRBUS SB A320-29-1136.
Ref. Publications:	<p>AIRBUS Service Bulletin A320-29-1136 original issue.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 29 February 2008 as PAD 08-032 for consultation until 20 March 2008. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Airworthiness Directorates, 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.