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| <b>EASA</b>  | <b>PROPOSED AIRWORTHINESS DIRECTIVE</b>  |                                    |
|   | <p><b>PAD No.: 08 - 032</b></p> <p><b>Date: 29 February 2008</b></p>   |                                    |
| 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>Type Approval Holder's Name :</b>   |  | <b>Type/Model designation(s) :</b> |
| AIRBUS   |  | A318, A319, A320 and A321 aircraft |
| TCDS Number: EASA A.064  |  |                                    |
| Foreign AD: Not applicable   |  |                                    |
| Supersedure: None  |  |                                    |
|  |  |                                    |
| <b>ATA 29</b>  | <b>Hydraulic Power – Auxiliary Hydraulic Power - Ram Air Turbine (RAT) Ejection Jack - Replacement</b>   |                                    |
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| 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 (formally DOWTY) Ram Air Turbine (RAT) Ejection Jack, Model ERPS13EJ, Part Number (P/N) 114160004A or 114160005.</p> <p><b><i>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.</i></b></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.</p> |                                    |

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|                    | <p>This Ejection Jack failure may prevent the effective deployment and use of the RAT in emergency conditions.</p> <p>This Airworthiness Directive (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 AD.</p> |
| Effective Date:    | Proposed: 14 days after final AD issue date.  |
| Compliance:        | <p>Unless already accomplished, before 31<sup>st</sup> August 2008, in accordance with the instructions given in AIRBUS SB A320-29-1136 : identify the S/N of the installed Ejection Jack of the RAT and, if included in the affected batch, then replace it with a modified or reworked Ejection Jack.</p> <p>It remains the responsibility of the operator to ensure compliance to this AD at any RAT replacement.</p>  |
| Ref. Publications: | <p>AIRBUS Service Bulletin A320-29-1136 original issue.</p> <p>The use of later approved revisions is acceptable for compliance with the requirements of this AD.</p>   |
| Remarks :          | <ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.</li> <li>2. The closing date for comments is 20 March 2008.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA.<br/>E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAS<br/>E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>   |