


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<p><b>PAD No.: 08-089</b></p> <p><b>Date: 04 November 2008</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance 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 email address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
<p><b>Type Approval Holder's Name :</b></p> <p>Airbus</p>	<p><b>Type/Model designation(s) :</b></p> <p>A318, A319, A320 and A321 aircraft</p>	
<p>TCDS Number : EASA.A.064</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<b>ATA 28</b>	<b>Fuel – Twin Motor Actuator – Identification / Replacement</b>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus aircraft A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, 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 models, all manufacturer serial numbers (MSN), if a Part Number (P/N) HTE190001-2 Twin Motor Actuator (TMA) is installed, as identified by serial number (s/n) in the Appendix 01 of Airbus Service Bulletin (SB) A320-28-1151.</p> <p>These twin motor actuators may be located in the following positions:</p> <ul style="list-style-type: none"> <li>- Cross-Feed Valve 5QE</li> <li>- Low Pressure Valve 9QG/10QG</li> <li>- ACT Transfer Valve 6QH.</li> </ul> <p>The affected s/n TMA's are known to have been installed by Airbus, prior to first delivery, on aircraft MSN 2330, 2331, 2334, 2336 to 2338, 2340 to 2343, 2345 to 2374, 2376 to 2379, 2382, 2383 and 2496.</p>	
<p>Reason:</p>	<p>EATON, the manufacturer of the TMA that are the subject of this AD, has identified a batch of TMA units that have been produced with oversized levers installed in one of the microswitch assemblies. This has created the risk that the lever and lever hinge pin may become detached from the microswitch. Detachment of the lever and lever hinge can result in failure of the valve that is operated by the TMA. In addition, the detached lever or hinge may become caught in the gear mechanism of the TMA, preventing the mechanism from turning and causing the valve to fail in any position. Failure of a TMA in the</p>	

	<p>event of a fire within the engine nacelle in flight, or during an engine shutdown, or in combination with a failure in the valve position indication system is likely to lead to an unsafe condition.</p> <p>Based on the limited number of affected aircraft and overall risk assessment, the program for withdrawal was originally managed by an Airbus campaign. However, the rate of identification, removal and replacement of affected parts has not met the expected timescales to meet the risk assessment targets, making mandatory action necessary to address this.</p> <p>For the reasons described above, this EASA AD requires the identification and replacement of the affected TMA units and prohibits the installation of any of these TMA that may be currently held as spares.</p>
Effective Date:	[TBD: 7 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished</p> <ol style="list-style-type: none"> <li>(1) Within the next 2 months after the effective date of this AD, replace the affected P/N HTE190001-2 TMA, as identified by s/n in Appendix 01 of Airbus SB A320-28-1151, with a serviceable unit, having a s/n other than those listed in Appendix 01 of Airbus SB A320-28-1151.</li> <li>(2) From the effective date of this AD, no person shall install a TMA with P/N HTE190001-2, as identified by s/n in Appendix 01 of Airbus SB A320-28-1151, on any aircraft.</li> </ol>
Ref. Publications:	<p>AIRBUS Service Bulletin A320-28-1151 original issue dated 15 January 2007 or Revision 01 dated 28 June 2007</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"> <li>1. This Proposed AD will be closed for consultation on 18 November 2008.</li> <li>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA: e-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact Airbus at: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a></li> </ol>