EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE		
1	PAD No.: 09-121		
	Date: 07 October 2	2009	
É	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.		
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 e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.			
Type Approval Holder's Name :		Type/Model designation(s) :	
AIRBUS	A318, A319, A320, and A321 aeroplanes		
TCDS Number : EASA.A.064			
Foreign AD : Not applicable			
Supersedure : None			
ATA 29	Hydraulic Power – Ram Air Turbine (RAT) Balance Weight Screws – Inspection / Replacement		
Manufacturer(s):	Airbus (formerly Airbus Industrie)		
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, 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, 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.		
	Hamilton Sundstrand (HS), the manufacturer of the RAT, reported the f during a wind tunnel test of a balance weight fastening screw on the RA 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 heat treatment and the screws are consequently exposed to potential fu		
Reason:	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.		
	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.		

Effective Date:	[TBD: 14 days after final AD issue date]	
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously:	
	 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: 	
	- 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: 	
	(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:	
	- replace the RAT, or	
	- replace all balance screws on the RAT.	
	(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 (1.1) of this AD.	
	(1.3) If one or more screws are fractured and any balance washer is missing, before next flight, replace the RAT.	
	(2) Within 10 days after accomplishment of the inspection required by paragraph (1) of this AD, report the results, including no findings, to Airbus.	
	(3) 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.	
Ref. Publications:	Airbus AOT A320-29A1150 at original issue.	
	The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.	
	Hamilton Sundstrand SB ERPS08M-29-8.	
Remarks :	1. This Proposed AD will be closed for consultation on 04 November 2009.	
	 Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail <u>ADs@easa.europa.eu</u>. 	
	 For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EAS Fax +33 5 61 93 44 51, E-mail: <u>account.airworth-eas@airbus.com</u>. 	