


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008-0199R1</p> <p>Date: 21 June 2010</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 14(4) exemption].</p>		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A320 aeroplanes
TCDS Number:	EASA A.064	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2008-0199 dated 05 November 2008.	
ATA 29	Hydraulic Power – Auxiliary Hydraulic Power - Ram Air Turbine (RAT) Ejection Jack - Replacement	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus Model A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232 and A320-233 aeroplanes, all serial numbers equipped with Hamilton Sundstrand (formerly Dowty) Ram Air Turbine (RAT) Ejection Jack, Model ERPS13EJ, Part Number (P/N) 114160004A or P/N 114160005, except those aeroplanes which have 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.	
Reason:	<p>An A320 operator experienced difficulties in extending the RAT during a deployment testing. 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>Failure of the Ejection Jack 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> <p>Revision 1 of this AD has been published to limit its Applicability to A320 series aeroplanes and to clarify the paragraph (2) of the "Required Action(s) and Compliance Time(s)" section.</p>
Effective Date:	<p>Revision 1: 05 July 2010</p> <p>Original issue: 19 November 2008</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated:</p> <p>(1) Unless accomplished previously, within 12 months after 19 November 2008 (the effective date of AD 2008-0199 at original issue), identify the serial number (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 of Airbus Service Bulletin (SB) A320-29-1136 at original issue.</p> <p>(2) After 19 November 2008, do not install on any aeroplane a RAT Ejection Jack Model ERPS13EJ, P/N 114160004A or P/N 114160005, included in the affected batch, unless it has been modified or reworked in accordance with Airbus SB A320-29-1136 at original issue.</p> <p>Note: For the purpose of this AD, the "affected batch" is the set of ejection jacks that are listed by s/n in paragraph 1.A of Hamilton Sundstrand SB No.ERPS13EJ-29-3 original issue.</p>
Ref. Publications:	<p>Airbus Service Bulletin A320-29-1136 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 Service Bulletin.ERPS13EJ-29-3 original issue.</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. The original issue of 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 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.