


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2008-0034R1</b></p> <p><b>Date: 18 May 2010</b></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>		
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A320 aeroplanes</p>	
<p>TCDS Number : EASA A.064</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises and replaces EASA AD 2008-0034 dated 20 February 2008, including the Correction dated 21 February 2008.</p>		
<b>ATA 29</b>	<b>Hydraulic Power – Ram Air Turbine (RAT) Gerotor Pump – Replacement</b>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus Model A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232 and A320-233 aeroplanes, all manufacturer's serial numbers, if equipped with Hamilton Sundstrand/Dowty Ram Air Turbine (RAT) Part Number (P/N) 680203037 with a Serial Number (S/N) from 0101 to 0354 inclusive, except 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.</p> <p>Reminder: It is the responsibility of the operator to ensure that any RAT replaced on aircraft after having complied with this AD, still complies with the requirements of this AD.</p>	
<p>Reason:</p>	<p>In-service experience has shown that a fracture of the gerotor pump of the A320 RAT may occur. This may lead to the non-operation of the RAT in case of an in-flight deployment.</p> <p>The Non-Deployment or Non-Pressurization of the RAT, associated with a double engine failure or a total loss of normal electrical power generation constitutes an unsafe condition.</p> <p>This AD mandates the replacement of the affected gerotor pump assembly, which will provide the required improved reliability 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 modification by operators has not met the predicated target. As such and to ensure continued</p>	

	<p>compliance with the certification requirements, it is considered necessary to require compliance by use of AD.</p> <p>Revision 1 of this AD has been issued to reduce the Applicability to certain A320 models only. Airbus A318, A319, and A321 series aeroplanes are basically equipped with Sundstrand RATs (per Airbus modification 22803) and there is no option for those aeroplanes to install a Hamilton Sundstrand (formerly Dowty) RAT which are the subject of this AD.</p>
Effective Date:	<p>Revision 1 : 01 June 2010</p> <p>Original issue : 05 March 2008</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Before 31 May 2009, in accordance with the instructions given in Airbus SB A320-29-1122 original issue, perform the following actions:</p> <ul style="list-style-type: none"> <li>- Identify the P/N and S/N of the RAT,</li> <li>- If the S/N is included in the affected batch, replace the gerotor pump assembly, re-identify the RAT and report to Airbus,</li> <li>- If the S/N is not included in the affected batch, no further action is required by this AD.</li> </ul>
Ref. Publications:	<p>Airbus Service Bulletin A320-29-1122 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>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The original issue of this AD was posted on 14 November 2007 as PAD 07-207 for consultation until 12 December 2007. No comments were received during this period.</li> <li>3. Enquiries regarding this AD 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>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: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>