


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0120</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>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A318, A319, A320, and A321 aeroplanes</p>	
<p>TCDS Number :</p>	<p>EASA.A.064</p>	
<p>Foreign AD :</p>	<p>Not applicable</p>	
<p>Supersedure :</p>	<p>This AD supersedes EASA AD 2009-0259 dated 10 December 2009.</p>	
<p>ATA 29</p>	<p>Hydraulic Power – Hamilton Sundstrand Ram Air Turbine Balance Weight Screws – Inspection / Replacement</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus Model A318-111, A318-112, A318-121, and A318-122 aeroplanes; Model A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, and A319-133 aeroplanes; Model A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, and A320-233 aeroplanes, and Model A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, that are equipped with a Hamilton Sundstrand Ram Air Turbine (RAT) model ERPS08M as identified by Part-Number (P/N) in Hamilton Sundstrand Service Bulletin (SB) ERPS08M-29-8 original issue dated 17 June 2009.</p>	
<p>Reason:</p>	<p>Hamilton Sundstrand (HS) reported the failure of a balance weight fastening screw on the RAT turbine cover during a wind tunnel test. After investigation, it has been discovered that a batch of screws, used to attach the balance washers of the RAT Turbine assembly, has not received the correct heat treatment, making them more subject to a potential fracture.</p> <p>This condition, if left uncorrected, could lead to the ejection of screw heads and detachment of the associated balance washers. The loss of balance washers would increase RAT vibrations, which could lead to a possible detachment of RAT parts and loss of RAT functionality. The loss of the RAT, in combination with a double engine failure, or a total loss of normal electrical power generation, could result in loss of control of the aeroplane.</p> <p>For the reasons described above, EASA AD 2009-0259 was issued in December 2009 to require the replacement of all balance weight screws on the affected RAT turbine assemblies, or replacement of the RAT, if any balancing</p>	

	<p>washer was found missing.</p> <p>This AD retains some of the requirements of AD 2009-0259, which is superseded, and corrects its applicability by adding Airbus model A320-215 and A320-216 aeroplanes which were inadvertently omitted. Also, this AD requires the replacement of the set of balance weights screws before the next operational or functional check of the RAT assembly.</p>
Effective Date:	05 July 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated.</p> <p>(1) Unless previously accomplished before the effective date of this AD:</p> <p>Before the next Ram Air Turbine (RAT) operational/functional check, or within 3 000 flight hours (FH) or 12 months after 24 December 2009 (the effective date of AD 2009-0259), whichever occurs first, inspect the RAT to determine its P/N and serial number (s/n), in accordance with paragraph 4.3.1 of the Airbus AOT (All Operators Telex) No.A320-29A1150 original issue.</p> <p>Instead of inspecting the Ram Air Turbine as required by paragraph (1) of this AD, a review of the aeroplane maintenance records along with any other applicable data is acceptable, if the P/N and s/n of the RAT assembly, installed on the aeroplane, can be positively determined from that review.</p> <p>(2) If the RAT, identified as required by paragraph (1) of this AD, is listed in the Hamilton Sundstrand SB ERPS08M-29-8 original issue, or if its P/N or s/n cannot be positively determined, inspect the RAT for missing/broken balance weight screw(s) in accordance with the instructions of paragraph 4.3.1 of the Airbus AOT No.A320-29A1150 original issue.</p> <p>(2.1) If any damage is found (missing balancing weight(s), fractured screw(s)...): before further flight, accomplish all corrective actions in accordance with the instructions of paragraph 4.3.1 of the Airbus AOT No.A320-29A1150 original issue.</p> <p>Note 1: A single missing balancing weight necessitates the RAT removal for new balancing of the assembly after replacing the set of defective balance weight screws.</p> <p>(2.2) If no damage is found: Before the next RAT operational/functional check, or within 3 000 FH or 12 months after 24 December 2009, whichever occurs first, replace the balance weight screws in accordance with the instructions of paragraph 4.3.1 of the Airbus AOT No.A320-29A1150 original issue.</p> <p>(3) After the effective date of this AD, do not install on any aeroplane a RAT as identified by P/N and s/n in Hamilton Sundstrand SB No.ERPS08M-29-8 original issue, unless it has been reworked to satisfy the requirements of this AD.</p> <p>Note 2: RATs that are the subject of this AD, and that have been reworked in accordance with the accomplishment instructions of Hamilton Sundstrand Service Bulletin No. ERPS08M-29-8, have the symbol '29-8' engraved or vibro-etched on their identification plate or nameplate.</p>
Ref. Publications:	<p>Airbus AOT (All Operators Telex) No.A320-29A1150 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 No. ERPS08M-29-8 original issue.</p>
Remarks :	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p>

	<ol style="list-style-type: none"><li data-bbox="518 145 1482 246">2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.<li data-bbox="518 257 1482 358">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<li data-bbox="518 369 1482 508">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.
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