
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/125 and issues the following AD under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

**AD/A320/125
Amdt 1**

Thrust Reverser Actuators

11/2003

Applicability: All Model A319-113, -114; A320-111, -211 and -212 series aeroplanes as listed by serial number in Airbus Industries Service Bulletin (SB) A320-78-1020 not incorporating during production AIRBUS modification 20870/P1994.

Requirement: Unless previously accomplished, inspect, and as applicable replace, thrust reverser pivot door actuators in accordance with accomplishment instructions contained in Airbus Industries SB A320-78-1020.

Note 1: If difficulty is found establishing the identification Part Number (P/N) or origins of an actuator during inspection, refer to ROHR SB RA32078-106 for identification guidance. Reference to this SB will be found in the Requirement document.

Terminating Action

The installation of actuator P/N D23090000-6 at all thrust reverser pivot doors of both engines is terminating action for this Directive.

Note 2: DGAC AD 2001-361(B) R1 refers.

Compliance: Remains unchanged. As detailed in the Requirement document with the effective date of 4 October 2001.

This Amendment becomes effective on 30 October 2003.

Background: This Directive was originally issued to require the inspection and replacement of thrust reverser actuators following evidence that some actuators had accumulated more cycles in service than allowed by qualification. This amendment has been raised in response to a revision to the DGAC AD, that includes in the applicability actuators that may have been installed whose identification cannot be positively established. Note, that the effective date for compliance with this Directive remains the same as the original issue of this Directive.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/125 Amdt 1 (continued)

The original issue of this Airworthiness Directive became effective on 4 October 2001.

A handwritten signature in black ink, appearing to read 'Jim Coyne', with a stylized flourish at the end.

Jim Coyne
Delegate of the Civil Aviation Safety Authority

18 September 2003