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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(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.

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### Airbus Industrie A319, A320 and A321 Series Aeroplanes

**AD/A320/191**

**Ram Air Turbine - Carbon Blade**

**3/2006**

**Applicability:** AIRBUS A320 aeroplanes fitted with SUNDSTRAND RAT Part Number (P/N) 762308 installed by AIRBUS modification 27189 in production.

AIRBUS A319 and A321 aeroplanes fitted with SUNDSTRAND RAT P/N 762308 installed by AIRBUS modification 25364 in production or AIRBUS Service Bulletin (SB) A320-29-1075 in service.

*Note 1: Aircraft on which no modification/replacement of the RAT has been performed since embodiment of AIRBUS modification 27014 (installation of the SUNDSTRAND RAT P/N 766352) or 28413 (reinstallation of the DOWTY RAT) in production are not affected by the requirements of this AD.*

**Requirement:** Inspect the carbon blades of the RAT and carry out any rectification as necessary in accordance with AIRBUS Service Bulletin A320-29-1124 or later DGAC approved revision.

*Note 2: DGAC AD F-2005-212 EASA approval No. 2005-6438 dated 13 December 2005 refers.*

**Compliance:** Within 600 flight hours following the effective date of this AD.

This Airworthiness Directive becomes effective on 16 March 2006.

**Background:** During routine maintenance inspections on an A321 aircraft, three chord wise cracks were found on the aft side of one RAT PN 762308 carbon blade.

Investigations revealed a disorientation of carbon fibres during blade manufacturing. Such cracks could impair the blade structural integrity.

This AD mandates a one time detailed visual inspection of the blades within 600 flight hours.



James Coyne  
Delegate of the Civil Aviation Safety Authority

1 February 2006