AIRBUS INDUSTRIE
CUSTOMER SERVICES DIRECTORATE
1 Rond Point Maurice BELLONTE
31707 BLAGNAC CEDEX FRANCE
Tel: (33) 5 61-93-33-33
Telex: AIRBU 530526 F

TITLE : AIR CONDITIONING - INSPECT PACK RAM AIR INLETS

MODIFICATION No. : INSPECTION ATA SYSTEM : 21

This page transmits Revision No. 02 of Service Bulletin No. A320-21-1062.

ADDITIONAL WORK

No additional work is required by this revision for aircraft modified by any previous revision.

REASON

This Revision is issued to inform the affected customers that the effectivity is amended, a sentence is added and the approval sentence is new.

CHANGES

SUMMARY

Reason

- Sentence added.

Effectivity

- Customers CTN, SWR and TAI added, customer ITF deleted and sentence added.

SERVICE BULLETIN

Planning Information

- Para. A.(1), Aircraft model 320-214 added.
- Para. A.(2), Customers CTN, SWR and TAI added, customer ITF deleted, effectivity amended and sentences added.
- Para. B.(4), Para added.
- Para. D., Approval sentence new.
- Para. F.(1), Sentence and address amended.
- Para. G., Para added.
- Para. I., Service Bulletin A320-21-1091 added.

accomplishment Instructions

- Para. A.(1)(a), Sentence added.
- Para. A.(1)(e), Sentence amended.
- Para. A.(1)(f), Sentence added.

- Para. B.(1)(a), Brackets added to items.
- Para. B.(1)(a)1 thru 6, Brackets added to items.
- Para. B.(2), Brackets added to items.
- Para. B.(2)(a) thru (c), Brackets added to items.
- Para. B.(3), Brackets added to items.
- Para. B.(3)(a)1 and 2, Brackets added to items.
- Para. B.(3)(b) and (d), Brackets added to items.
- Para. B.(5)(a), Brackets added to items.
- Para. D.(1), Sentence amended.
- Para. D.(2), Sentence added.
- Figure 2, Brackets added to items.
- Figure 3, Brackets added to items.

Layout changes due to computerization of this Revision are not identified.

FILING INSTRUCTIONS

This Service Bulletin has been generated electronically and is reissued as a complete document.

Replace the Service Bulletin completely.

Put this Revision Transmittal Sheet in front of the Service Bulletin.

HISTORY OF PREVIOUS REVISIONS

Revision 01 was issued to inform the customers that the effectivity is updated, the address in Para. 1.F. is changed and the Note in Para. B.(1)(a)5 is added.

REVISION SEQUENCE

ORIGINAL : Oct 14/93
REVISION No. : 01 - Nov 23/94
REVISION No. : 02 - Jun 17/98

AIRBUS INDUSTRIE
CUSTOMER SERVICES DIRECTORATE
1 Rond Point Maurice BELLONTE
31707 BLAGNAC CEDEX FRANCE
Tel: (33) 5 61-93-33-33
Telex: AIRBU 530526 F

This summary is for information only
and is not approved for modification of the aircraft

TITLE : AIR CONDITIONING - INSPECT PACK RAM AIR INLETS

MODIFICATION No. : INSPECTION ATA SYSTEM : 21

REASON/DESCRIPTION/OPERATIONAL CONSEQUENCES

Several operators have reported excessive wear of the inlet flap linkage components which could lead to disconnection of the flap mechanism and subsequent pack overheat.

This Service Bulletin introduces an inspection of the actuation mechanism between the electrical actuator and the inlet flap for play and an inspection of the gap between the intake nose and diffusor ramp.

These inspections ensure that the ram air inlets remain properly adjusted as it could have an adverse impact on the reliability of the Air Cycle Machine (ACM).

This Inspection Service Bulletin is recommended to be accomplished at the first 4A-Check and repeated at intervals of 4A. For aircraft that have passed the first 4A-Check first accomplishment is recommended at the next convenient A-Check after receipt of this Service Bulletin.

Accomplishment of Service Bulletin A320-21-1091 cancels the requirements of this Service Bulletin.

EFFECTIVITY

This Service Bulletin is applicable to these customer(s) :
AAA, ACA, ADR, AFR, AIB, ALK, AMC, ANA, AZA, BAW, BV, CDN, CTN, CYP, DLH, FHA, GFA, HP, IAC, IBE, KAC, MON, MSR, MXA, NWA, OYC, RJA, SAA, SHK, SWR, TAI, TAR, UAL, XF, XP, XR, XW, XZ

SERVICE BULLETIN TO BE ACCOMPLISHED PREVIOUSLY OR SIMULTANEOUSLY

None

REFERENCES/REPERCUSSIONS

TFU	: 21.53.00.03
OEB	: None
AOT	: None
SIL	: None
LIFE LIMIT	: None

SUMMARY

LINE MAINTENANCE AFFECTED : None

OTHER : RFW DO113/91

NATURE OF THE WORK

AIRCRAFT : YES

EQUIPMENT : NO

HARD : NO

SOFT : NO

OBRM : NO

COMPLIANCE

Recommended

MANPOWER

ON AIRCRAFT

TOTAL MANHOURS	3.00
ELAPSED TIME (HOURS)	3.00

MATERIAL INFORMATION

AIRCRAFT DATA

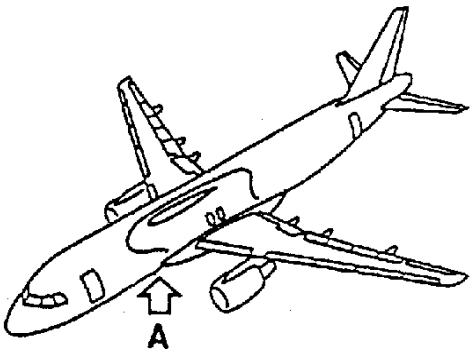
None

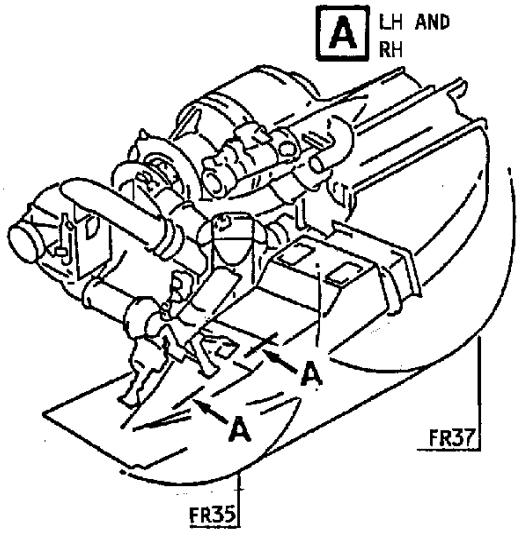
EQUIPMENT DATA

None

APPENDICES

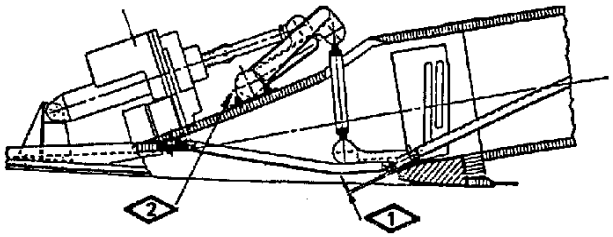
None





A – A

ELECTRICAL ACTUATOR



1 GAP DIMENSION INLET NOSE/DIFFUSER RAMP (OVER ENTIRE RAMP WIDTH)

2 INSPECTING THE PLAY OF THE ACTUATION MECHANISM

NB6 21 1062 AAMA-B

AIRBUS INDUSTRIE
CUSTOMER SERVICES DIRECTORATE
1 Rond Point Maurice BELLONTE
31707 BLAGNAC CEDEX FRANCE
Tel: (33) 5 61-93-33-33
Telex: AIRBU 530526 F

TITLE : AIR CONDITIONING - INSPECT PACK RAM AIR INLETS

MODIFICATION No. : INSPECTION ATA SYSTEM : 21

1. PLANNING INFORMATION

A. EFFECTIVITY

(1) Aircraft models : 320-111, 320-211, 320-212, 320-214, 320-231, 320-232, 321-111, 321-112, 321-131

(2) Aircraft

Customer and Fleet No.	MSN	Kit No. none	Qty of kits	Config No.
AAA001-006	022,023,024,025,026,027			
007-012	029,030,140,142,157,229			
ACA201-206	059,068,073,084,122,126			
207-212	127,141,149,150,154,159			
213-218	183,233,242,248,253,254			
219-224	255,265,277,290,310,311			
225-230	324,330,333,341,342,350			
231-234	359,378,384,426			
ADR001-003	043,113,114			
AFR001, 002	005,007			
004-009	014,019,020,021,002,004			
010-013	003,010,012,013			
015	016			
031-036	061,062,063,100,101,102			
037-042	128,129,133,186,187,188			
043-048	226,227,228,285,286,287			
066-068	033,036,044			
071-076	108,115,130,155,156,184			
077, 078	214,239			
080-085	278,337,352,236,237,377			
101-104	498,509,521,529			

Printed in France

Customer and Fleet No.	MSN	Kit No. none	Qty of kits	Config No.
201, 202	144,145			
226, 227	131,132			
231, 232	203,220			
301, 302	204,211			
305	085			
401-403	215,244,270			
441	491			
AIB401, 402	376,386			
ALK001, 002	374,406			
AMC001, 002	112,293			
ANA001-006	138,139,148,151,167,170			
007-012	196,212,219,245,300,328			
013-018	365,383,413,482,501,507			
019, 020	531,534			
AZA001-006	477,488,494,495,434,524			
007-010	526,532,515,516			
BAW001-006	006,008,011,017,018,039			
007-010	042,103,109,120			
BVO51, 052	185,191			
CDN401-405	174,175,210,231,232			
407-411	283,284,302,305,309			
415, 416	403,404			
CTN101	258			
CYP001-006	028,035,037,038,180,256			
007, 008	295,316			
DLH001-006	069,070,071,072,078,083			
007-010	086,093,094,104			
012-017	110,111,116,117,135,137			
018-023	147,161,162,172,200,201			
024-029	202,209,216,217,218,267			
030-034	268,269,346,382,401			
101-106	458,468,473,474,484,493			

Printed in France

Customer and Fleet No.	MSN	Kit No. none	Qty of kits	Config No.
107-110	412,502,505,518			
FHA001, 002	332,369			
GFA801-806	313,325,345,375,419,421			
807-812	438,445,459,466,481,497			
814	537			
HP620-622	052,053,054			
624-629	055,064,065,066,067,076			
631-636	077,081,082,091,092,098			
637	099			
IAC001-006	045,046,047,048,049,050			
007-012	051,056,057,058,074,075			
014-019	080,089,090,095,096,097			
020-025	396,398,416,423,431,432			
026-031	451,469,486,490,492,499			
IBE001-006	134,136,143,146,158,173			
007-012	176,177,199,207,223,224			
013-018	240,241,246,264,266,274			
019-022	303,312,323,356			
KAC001-003	181,182,195			
MON001, 002	379,389			
MSR001-006	165,166,178,194,198,351			
007	366			
MXA001-006	252,259,260,261,275,276			
007-010	296,320,321,353			
012, 016	368,433			
NWA301-306	031,032,034,040,041,060			
307-312	106,107,118,121,125,152			
313-318	153,160,171,192,197,206			
319-324	208,213,262,263,272,273			
325-330	281,282,297,298,306,307			
331-336	318,319,329,339,340,355			
337-342	358,360,367,372,380,381			

Printed in France

Customer and Fleet No.	MSN	Kit No. none	Qty of kits	Config No.
343-348	387,388,399,400,408,410			
349, 350	417,418			
OYC001-006	163,164,168,169,179,193			
RJA001, 002	087,088			
SAA001-006	243,249,250,251,334,335			
007	440			
SHK001-003	322,326,344			
SWR226	533			
276-280	517,519,520,522,535			
TAI051-054	448,453,460,461			
TAR001-006	119,124,205,370,390,402			
007, 008	123,511			
UAL401-406	435,439,442,450,452,454			
407-412	456,457,462,463,464,465			
413-418	470,472,475,479,483,485			
419-424	487,489,500,503,504,506			
425-429	508,510,512,523,539			
XF001-006	393,394,414,430,443,447			
007-009	415,405,361			
053-056	428,496,527,530			
101	425			
501, 502	446,422			
504-508	371,397,409,427,528			
510	525			
551	279			
XP053-058	221,222,294,299,301,348			
059	349			
062, 063	391,392			
502, 503	362,363			
504, 505	455,471			
XR501-506	225,230,238,247,257,271			
507-512	280,291,292,304,308,314			

Customer and Fleet No.	MSN	Kit No. none	Qty of kits	Config No.
513-518	315,317,327,336,338,429			
519-524	444,449,467,476,478,480			
525	437			
XW501-506	347,354,357,373,411,424			
509	441			
XZ003, 004	189,190			
101-106	234,235,288,289,331,343			
107-110	395,407,420,436			

Accomplishment of Service Bulletin A320-21-1091 cancels the requirements of this Service Bulletin.

(3) Spares

None

B. REASON

(1) History

Several operators have reported excessive wear of the inlet flap linkage components which could lead to disconnection of the flap mechanism and subsequent pack overheat.

(2) Objective/Action

This Service Bulletin introduces an inspection of the actuation mechanism between the electrical actuator and the inlet flap for play and an inspection of the gap between the intake nose and diffusor ramp.

(3) Advantages

To ensure sufficient air flow over the ACM fan and maintain ACM reliability.

Printed in France

(4) Operational/Maintenance Consequences

None

(5) Accomplishment Timescale

This Inspection Service Bulletin is recommended to be accomplished at the first 4A-Check and repeated at intervals of 4A. For aircraft that have passed the first 4A-Check first accomplishment is recommended at the next convenient A Check after receipt of this Service Bulletin.

C. DESCRIPTION

To accomplish this Service Bulletin it is necessary to :

(1) Get access to the pack ram air inlets, LH and RH.

(2) Check the play of the actuation mechanism of the ram air inlets.

(3) Check the gap between the intake nose and the diffusor ramp and adjust the gap if out of tolerance.

(4) Perform an operational test of the pack temperature control system.

(5) Close-up.

D. APPROVAL

The technical content of this Service Bulletin has been approved under the authority of the DGAC Design Organisation Approval No. F.JA.02.

E. MANPOWER

This Service Bulletin is written for an aircraft in a maintenance condition. The manhours/elapsed time estimates do not include the time to prepare for the inspection, non-productive elapsed times or administration.

ON AIRCRAFT

Get access	0.25
Inspection	1.50
Test	1.00
Close-up	0.25
TOTAL MANHOURS	3.00
ELAPSED TIME (HOURS)	3.00

F. MATERIAL - COST AND AVAILABILITY

(1) Material

Customers with aircraft shown in the effectivity of this Service Bulletin should send a purchase order to Airbus Industrie. Quote the number of this Service Bulletin. The address is :

AIRBUS INDUSTRIE

MATERIEL SUPPORT CENTER
P.O.Box 630262
22312 HAMBURG
GERMANY

(2) Cost and availability

Kit No.	Cost (US Dollars)	Availability : Calendar days from receipt of order
None		

G. TOOLING - PRICE AND AVAILABILITY

None

H. WEIGHT AND BALANCE

None

I. REFERENCES

Aircraft Maintenance Manual (AMM) : 12-34-24, 21-52-00, 21-61-00, 21-61-51, 53-35-13

Consumable Material List (CML)

Service Bulletin (SB) : A320-21-1091

J. PUBLICATIONS AFFECTED

Maintenance Planning Document (MPD)

This Page Intentionally Left Blank

Printed in France

2. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL

WARNING : MAKE SURE THAT YOU OBEY ALL THE WARNINGS AND ALL THE CAUTIONS INCLUDED IN THE REFERENCED PROCEDURES.

(1) Preparation

(a) Make sure that the aircraft is electrically grounded (Refer to AMM: 12-34-24, P. Block 201).

(b) Put the access platform(s) in position.

(c) Open the passenger/crew door (Refer to AMM: 52-10-00, P. Block 201).

(d) Get access to the avionic compartment.

(e) Open, safety and tag these circuit breakers for the connector 8HH:

PANEL	SERVICE	IDENT	LOCATION
122VU	AIR COND/PACK TEMP/CTL SYS1/1/115VAC	1HH	X22
122VU	AIR COND/PACK TEMP/CTL SYS1/1/28VDC	3HH	X21
122VU	AIR COND/PACK TEMP/CTL SYS2/1/28VDC	4HH	Y19
122VU	AIR COND/PACK TEMP/CTL SYS2/1/115VAC	2HH	Y18

(f) Open, safety and tag these circuit breakers for the connector 28HH:

PANEL	SERVICE	IDENT	LOCATION
122VU	AIR COND/PACK TEMP/CTL SYS1/2/115VAC	21HH	W22
122VU	AIR COND/PACK TEMP/CTL SYS1/2/28VDC	23HH	W21
122VU	AIR COND/PACK TEMP/CTL SYS2/2/28VDC	24HH	Y21
122VU	AIR COND/PACK TEMP/CTL SYS2/2/115VAC	22HH	Y20

(g) Put a warning notice in the cockpit to tell persons not to operate the air cooling system (Refer to AMM: 21-52-00, P. Block 501).

(h) Remove the access panels 191KB and 192KB (Refer to AMM: 53-35-13, P. Block 401).

(2) Standard Practices

None

B. INSPECTION

NOTE: The procedure is given for the pack ram air inlet LH; RH is similar. Designations for RH side are given in brackets.

(1) Inspection of the ram air inlet actuation mechanism for play.

Refer to Figure 1

Refer to Figure 1

NOTE: Owing to the flexibilty of the structure at this position, unnecessary force must not be used when determining play since this could result in a false measurement.

(a) Try to move the diffusor ramp, item (4), by hand at position shown in Figure 2, Sheet 1, section A-A and check the play:

1 Measure the play 'B' (gap B2 minus gap B1) between the flaps and intake nose as shown in detail J, refer to Figure 2, Sheet 1.

2 If the play is less than 1mm (0.039in.), repeat this Inspection Service Bulletin at the next fourth A-check.

3 If the play is between 1mm (0.039in.) and 3mm (0.118in.), inspect the gap dimension between the intake nose and the diffusor ramp (Ref. Para. B.(3)).

4 If the play is more than 3mm (0.118in.), check the following connections (at items); if necessary disconnect the lever, item (15), at the electrical actuator and retain the bushes, item (10), and fastening parts:

- at pins, item (20) and (22)
- between lever, item (11), of the inlet flap and rod, item (6)
- between lever, item (12), and rod, item (6)
- between lever, item (12), and lever, item (15)
- between lever, item (15), and eye-end of the electrical actuator, item (3)
- at the connection between actuator, item (3), and the actuator bracket

5 Replace the respective component(s) and repeat the inspection procedure as given before.

NOTE : The respective components are to be supplied from the operators stock or ordered per spare purchase order from AIRBUS INDUSTRIE AIRSPARES.

6 If the mechanism between lever, item (12), and lever, item (15), was disconnected, an adjustment procedure as given in Para. B.(2) has to be performed.

(2) Adjustment of the levers, item (12) and (15)

Refer to Figure 2 , Sheet 2

NOTE: This procedure is only necessary if the levers were disconnected.

(a) Position the levers, item (12) and (15), in line with the appropriate components. For the lever, item (12), with the lever, item (11), of the inlet flap and for the lever, item (15), with the electrical actuator, item (3). Secure the positions temporarily with the setscrews, item (13).

(b) Position the lever, item (15), on the shaft, item (14), so that the angle between the levers is 16deg, refer to detail F.

NOTE : If the lever, item (15), is positioned one tooth to the left or right of the required position, the effective position will then be 6deg or 26deg.

(c) When the levers are positioned correctly, secure the lever positions with the setscrews, item (13), and apply LOCTITE 241, Mat. No. 08-007.

(3) Check of the gap between intake nose and diffusor ramp

Refer to Figure 2

NOTE: This procedure will be performed at the actual position of the electrical actuator without any special tools.

(a) Set markings to the positions as follows, shown in detail G

1 At the diffusor ramp, item (4):

- distance approx. 10mm (0.394in.) from the flap hinge
- lateral distance approx. center of the intake

2 At the intake nose, item (5)

- distance approx. 10mm (0.394in.) from the edge of the intake nose, item (5)
- lateral distance approx. center of the intake

(b) Measure the actual rod position 'A' of the electrical actuator, item (3), shown in detail H.

(c) Transfer the measured distance 'A' to the graph and determine the flap position 'B' (inlet gap) with the graph.

(d) Measure the gap between the marked positions at the intake nose, item (5) and the diffusor ramp, item (4).

(4) Compare the determined inlet gap 'B' with the actual diffusor ramp position 'B', shown in detail G:

- If the actual diffusor ramp position (inlet gap) is in the determined position 'B', proceed with Para. B.(6).
- If the actual diffusor ramp position (inlet gap) is not in the determined position 'B' proceed with Para. B.(5).

NOTE : The tolerance of the compared diffusor ramp position is +1.5mm (0.059in.).

(5) Adjustment of the gap between intake nose and diffusor ramp

(a) Disconnect the mechanism at the rod of the electrical actuator, item (3) (Refer to AMM: 21-61-51, P. Block 401).

NOTE : Do not change the settings of the rod, item (6).

NOTE : Do not turn out the eye-end of the setting device, item (7), more than 6mm (0.236in.).

(b) Adjust flap position by rotating the rod end half a turn (half turn corresponds to 0.5mm (0.019in.) movement).

(c) After the adjustment, connect the mechanism (Refer to AMM: 21-61-51, P. Block 401) and torque tighten the lock nut to 0.60m.daN (53.09lb.in.) and secure with the tab washer.

(6) Make sure that the work area is clean and clear of tools and other items.

C. REPAIR

None

D. TEST

(1) Remove the safety clips and tags and close the circuit breakers for the connector 8HH:

PANEL	SERVICE	IDENT	LOCATION
122VU	AIR COND/PACK TEMP/CTL SYS1/1/115VAC	1HH	X22
122VU	AIR COND/PACK TEMP/CTL SYS1/1/128VDC	3HH	X21
122VU	AIR COND/PACK TEMP/CTL SYS2/1/128VDC	4HH	Y19

PANEL	SERVICE	IDENT	LOCATION
122VU	AIR COND/PACK TEMP/CTL SYS2/1/115VAC	2HH	Y18

(2) Remove the safety clips and tags and close the circuit breakers for the connector 28HH:

PANEL	SERVICE	IDENT	LOCATION
122VU	AIR COND/PACK TEMP/CTL SYS1/2/115VAC	21HH	W22
122VU	AIR COND/PACK TEMP/CTL SYS1/2/128VDC	23HH	W21
122VU	AIR COND/PACK TEMP/CTL SYS2/2/128VDC	24HH	Y21
122VU	AIR COND/PACK TEMP/CTL SYS2/2/115VAC	22HH	Y20

WARNING: BEFORE YOU START THE TEST, MAKE SURE THAT THERE ARE NO PERSONS NEAR THE RAM AIR OUTLET DOORS.

(3) Do the operational test of the pack temperature control system (Refer to AMM: 21-61-00, P. Block 501).

E. CLOSE-UP

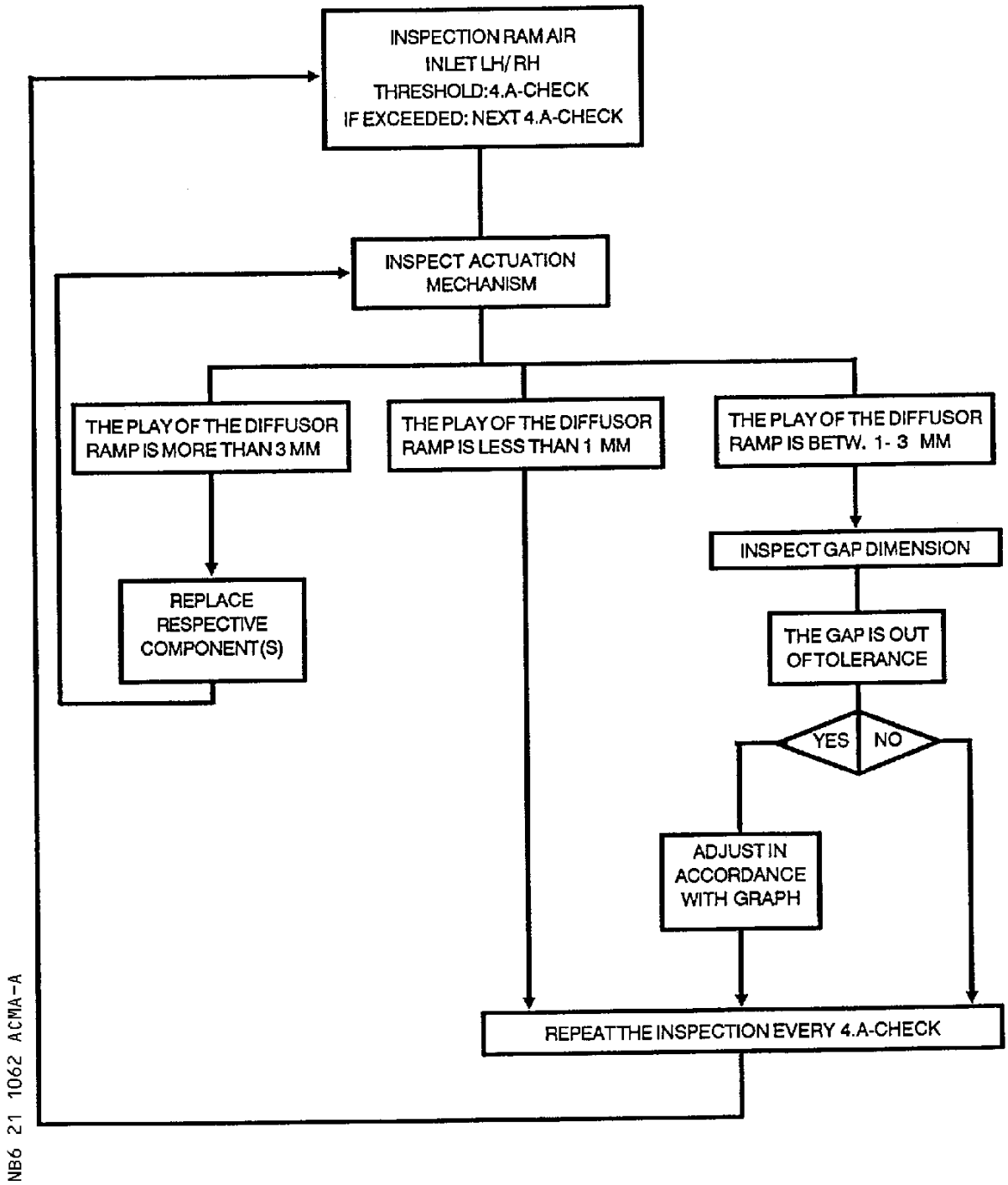
(1) Close the access panels 191KB and 192KB (Refer to AMM: 53-35-13, P. Block 401).

(2) Restore the aircraft to normal operating condition.

(3) Remove the warning notices.

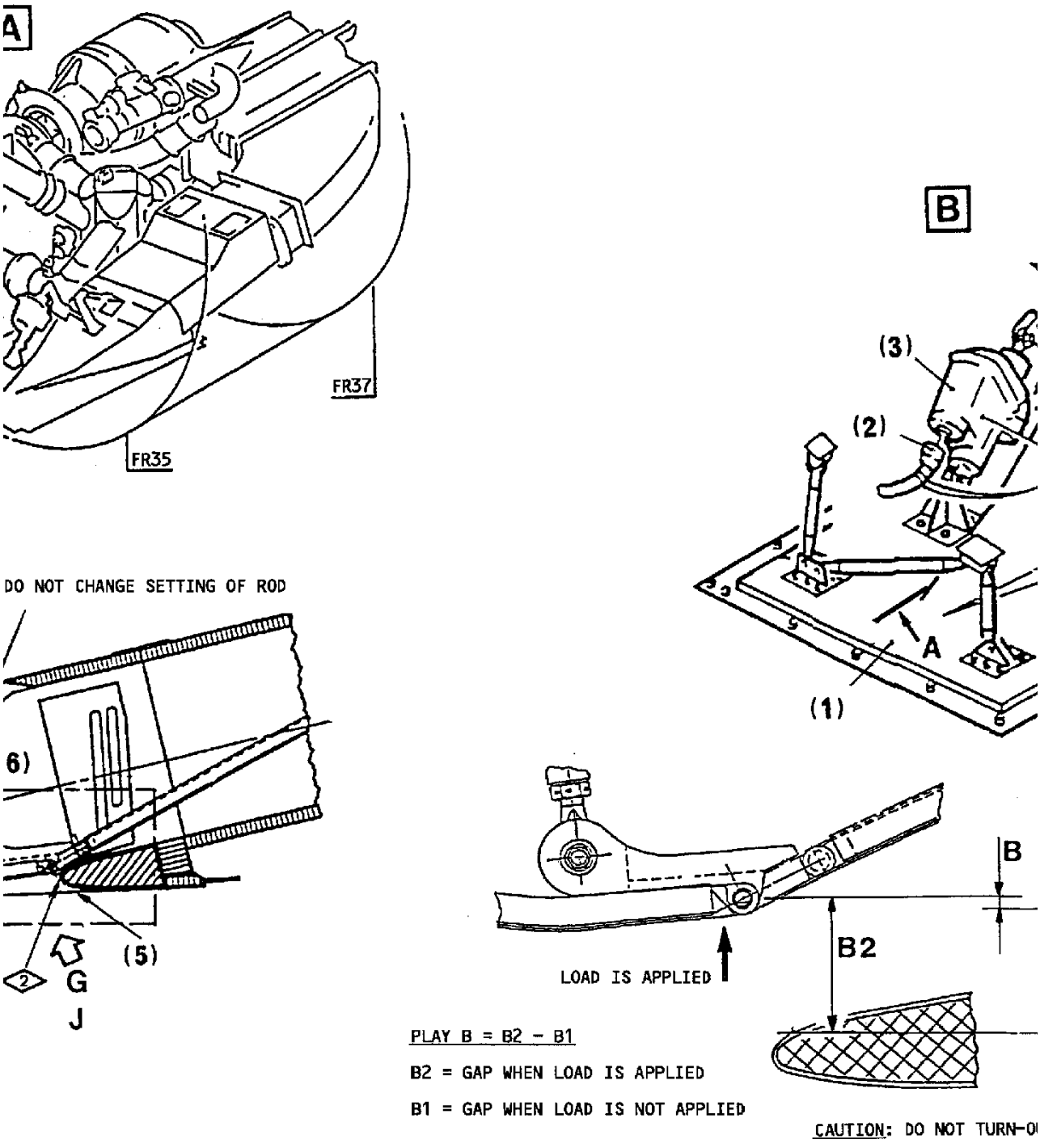
F. DOCUMENTATION

Write in the applicable aircraft records that you have done all the work given in this Service Bulletin.



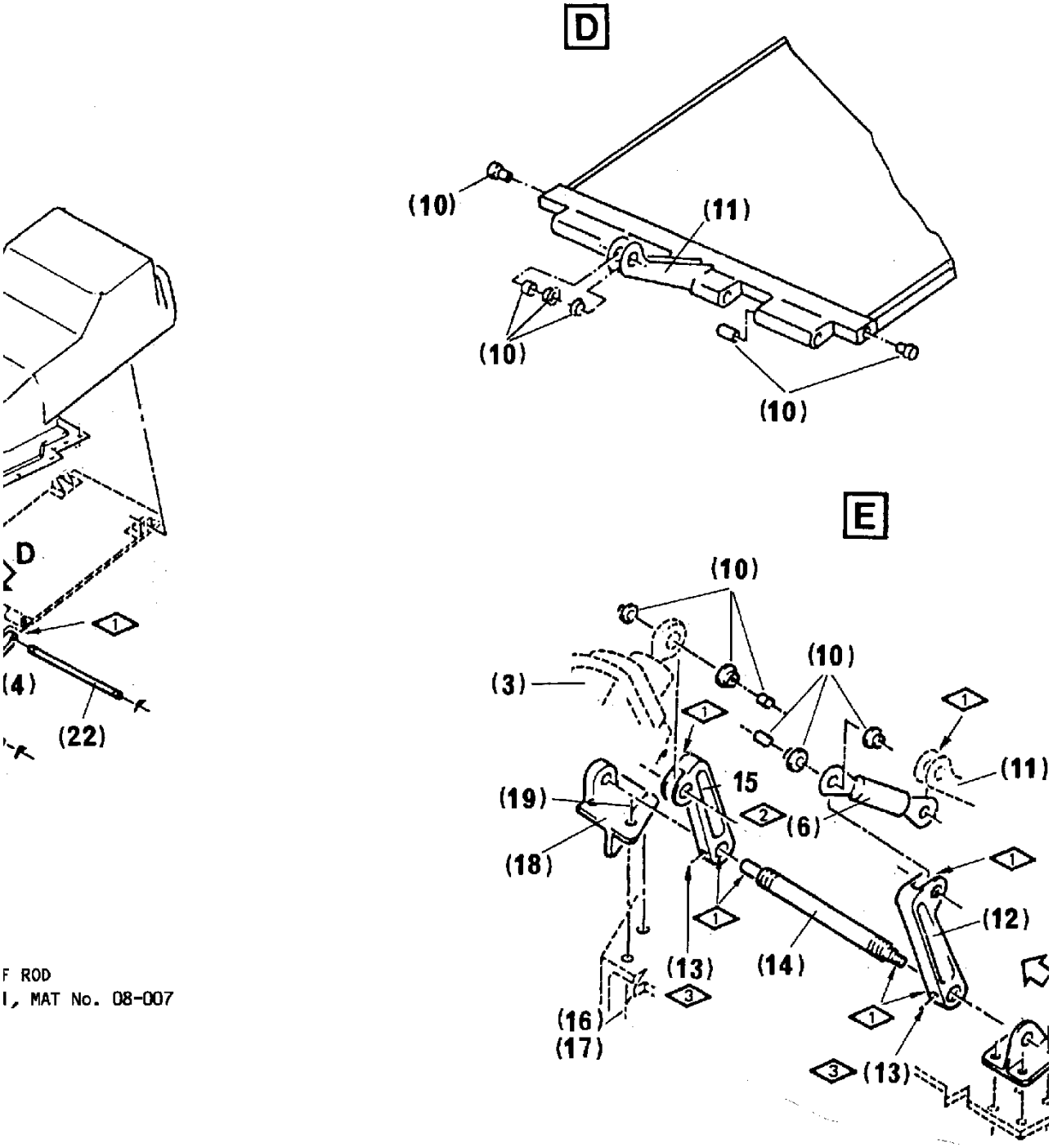
Flow Chart

Figure 1 Sheet 1



Inspection of the Ram Air Inlet

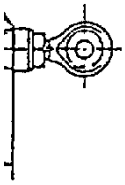
Figure 2 Sheet 1

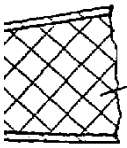


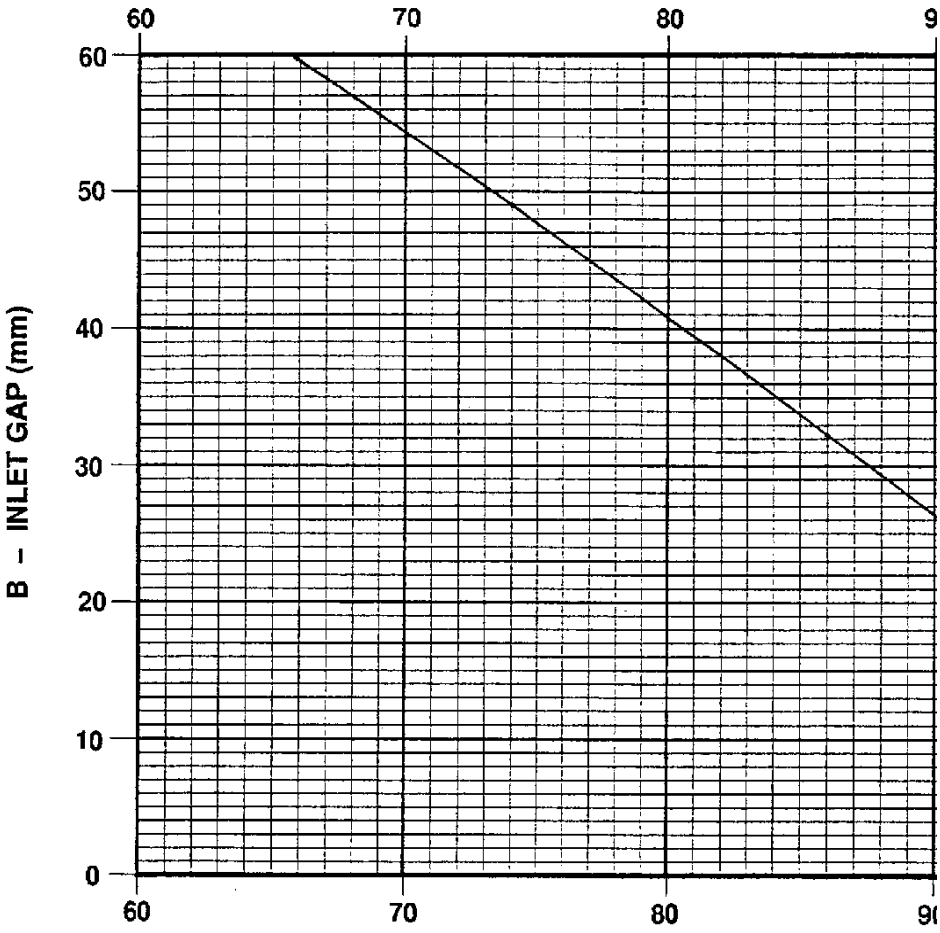
Inspection of the Ram Air Inlet

Figure 2 Sheet 2

ION OF THE ROD







A – ACTUATOR POSITION

mm	in.
2	0.078
4	0.157
6	0.236
8	0.315
10	0.394
12	0.472
14	0.512
16	0.630
18	0.708
20	0.787

mm	in.
22	0.866
24	0.945
26	1.023
28	1.102
30	1.181
32	1.260
34	1.338
36	1.417
38	1.496
40	1.575

Adjustment of the Ram Air Inlet

Figure 3 Sheet 1

3. MATERIAL INFORMATION

A. LIST OF COMPONENTS

None

B. SPECIAL TOOLS

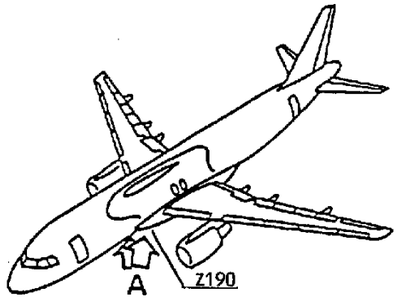
None

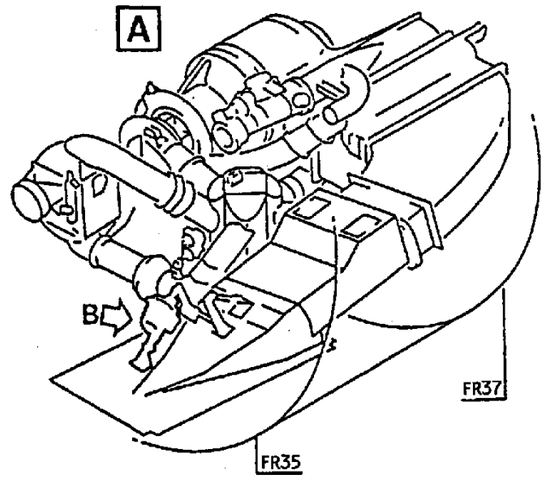
C. LIST OF MATERIAL - OPERATOR SUPPLIED

DESCRIPTION	REFERENCE TO CML	QTY PER A/C
Loctite 241	(Mat. No. 08-007)	As required

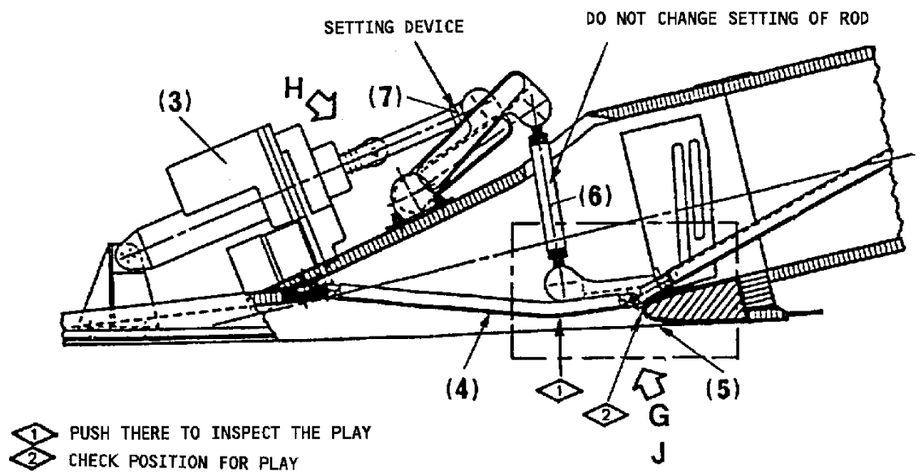
D. PARTS TO BE RE-IDENTIFIED BY OPERATOR

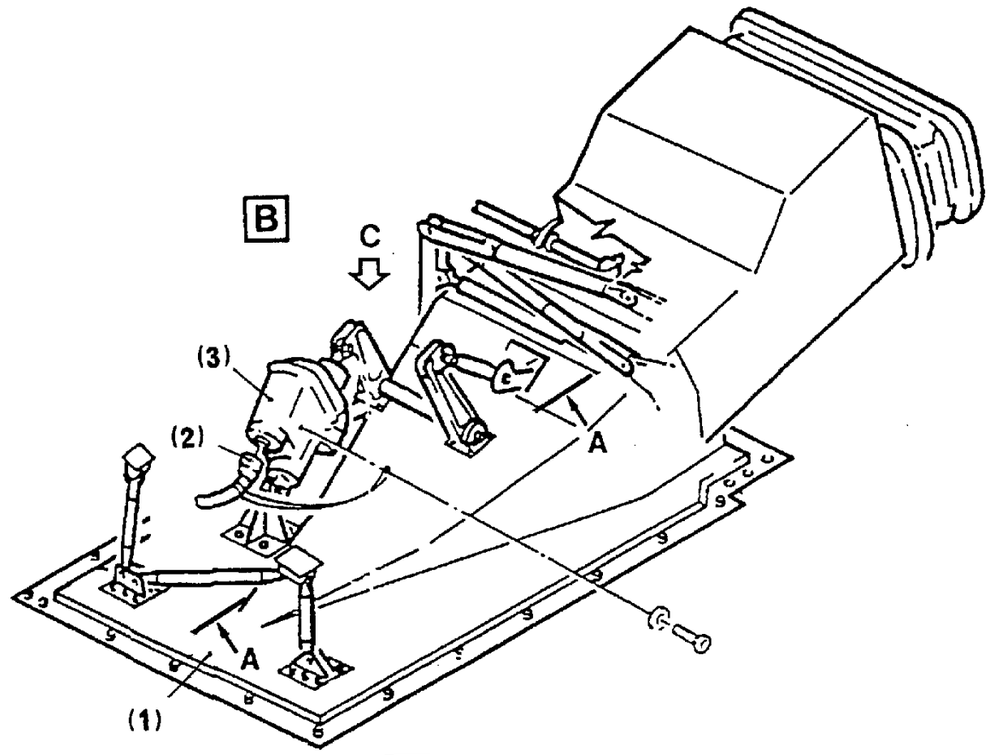
None

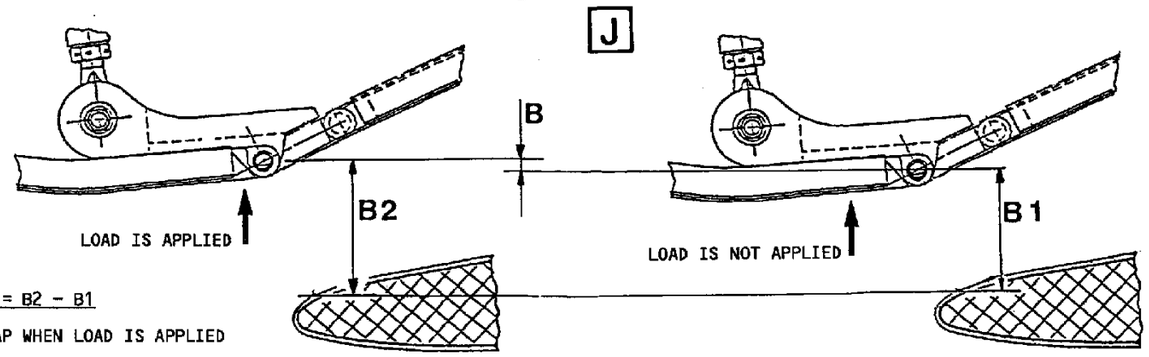




A — A







PLAY B = B2 - B1

B2 = GAP WHEN LOAD IS APPLIED

B1 = GAP WHEN LOAD IS NOT APPLIED

CAUTION: DO NOT TURN-OUT THE EYE END OF THE ROD MORE THAN 6.0mm (0.236in.)

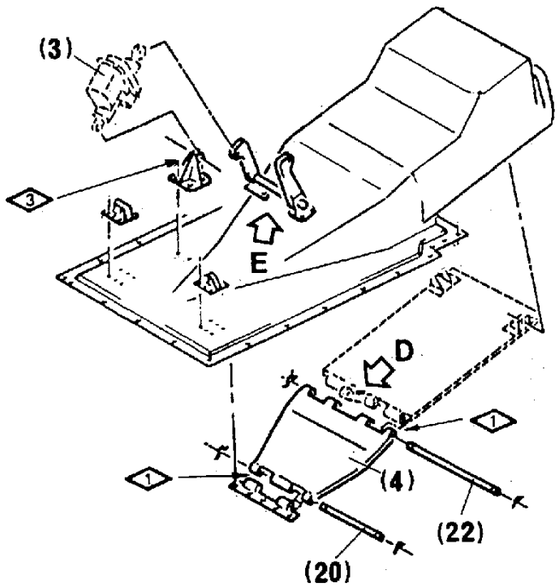
NB6 21 1062 AEMA-B

Inspection of the Ram Air Inlet

Figure 2 Sheet 1

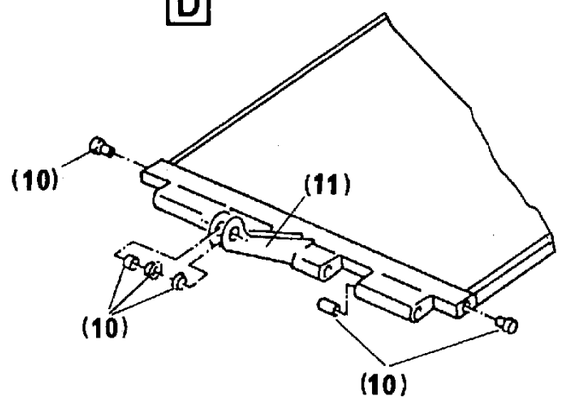
Printed in France

C

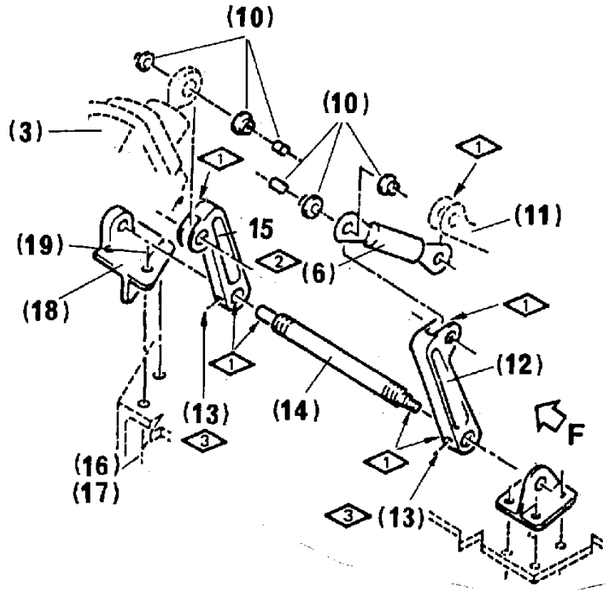


1 PLAY TO BE INSPECTED
2 DO NOT CHANGE SETTING OF ROD
3 APPLIED WITH LOCTITE 241, MAT No. 08-007

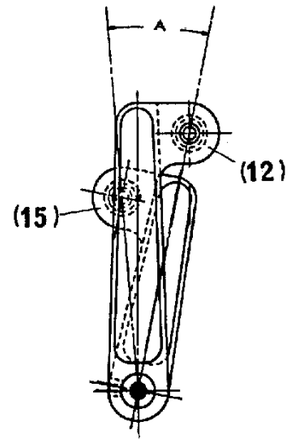
D



E



F

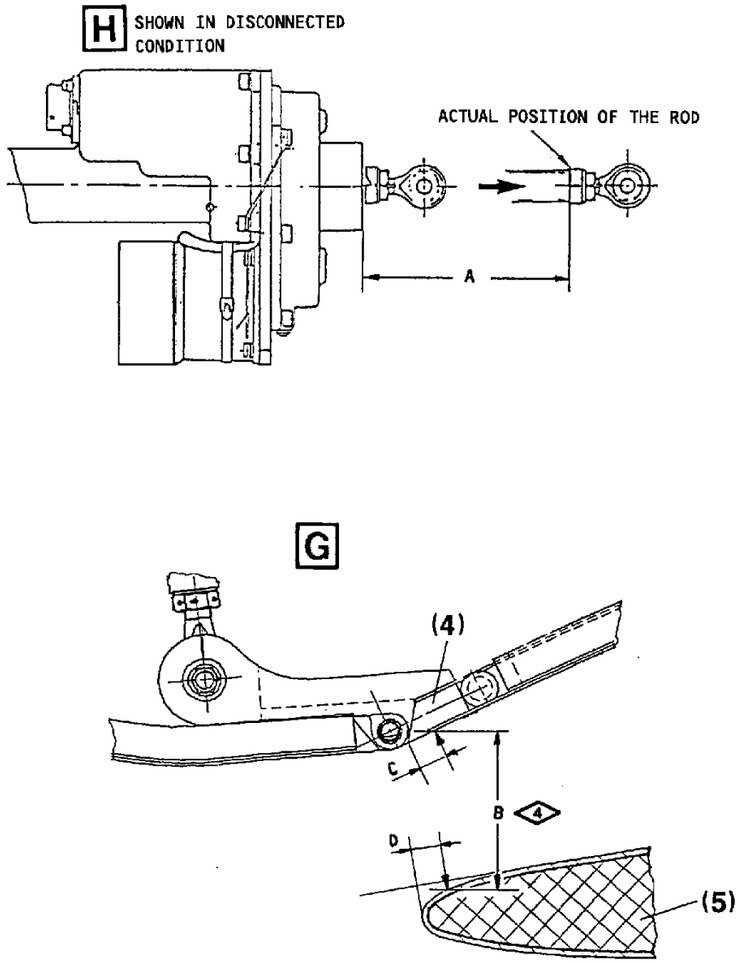


A = 16deg

Inspection of the Ram Air Inlet

Figure 2 Sheet 2

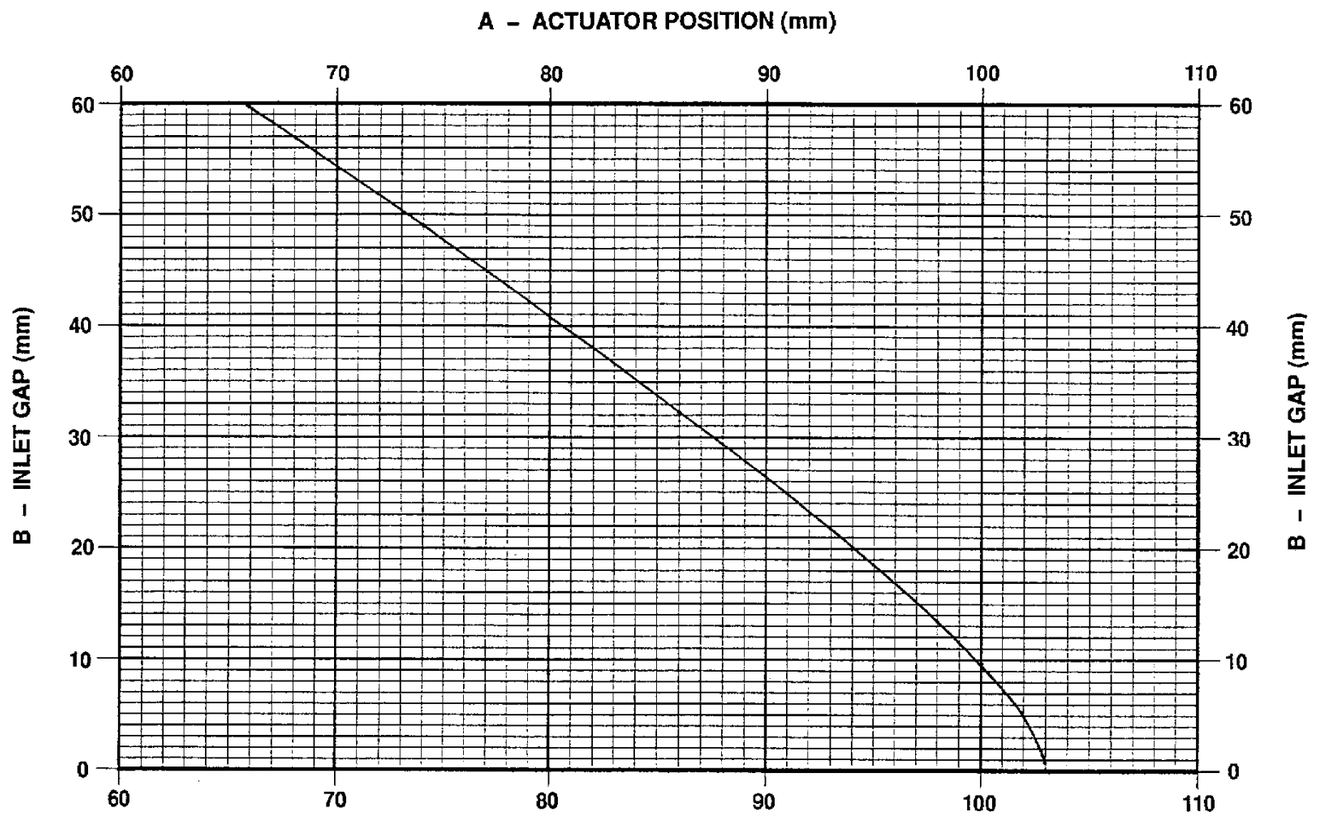
Printed in France



A = TO BE MEASURED
B = TO BE DETERMINED WITH THE GRAPH (SEE RH SIDE)
TOLERANCE +1.5mm (0.059in.)
C = 10mm (0.349in.) TO FLAP HINGE
D = 10mm (0.394in.) FROM EDGE

4 LATERAL POSITION IS APPROX. CENTER OF THE INTAKE

NB6 21 1062 AGMA-B



A – ACTUATOR POSITION (mm)

mm	in.	mm	in.	mm	In.
2	0.078	22	0.866	42	1.653
4	0.157	24	0.945	44	1.732
6	0.236	26	1.023	46	1.811
8	0.315	28	1.102	48	1.889
10	0.394	30	1.181	50	1.968
12	0.472	32	1.260	52	2.047
14	0.512	34	1.338	54	2.126
16	0.630	36	1.417	56	2.205
18	0.708	38	1.496	58	2.283
20	0.787	40	1.575	60	2.362

Adjustment of the Ram Air Inlet

Figure 3 Sheet 1

Printed in France

SERVICE BULLETIN
ACCEPTANCE/REJECTION SHEET

AIRBUS INDUSTRIE
CUSTOMER SERVICES DIRECTORATE
1 Rond Point Maurice BELLONTE
31707 BLAGNAC CEDEX FRANCE
Tel: (33) 5 61-93-33-33
Telex: AIRBU 530526 F

TITLE : AIR CONDITIONING - INSPECT PACK RAM AIR INLETS

MODIFICATION No. : INSPECTION ATA SYSTEM : 21

IS BEING HEREWITH SUBMITTED TO YOU FOR REVIEW

Please fill : ...REJECTED

...WILL BE EMBODIED

...EFFECTIVITY

This SB can only be incorporated in your "customized" documentation within the agreed time schedule in so far as this sheet returned to us on purchase date and signed by a duly authorized and empowered officer or representative.

FROM :

AIRLINE :

_ _ _ _ _ _ _ _ _ _ _ _ _

NAME :

_ _ _ _ _ _ _ _ _ _ _ _ _

DATE :

_ _ _ _ _ _ _ _ _ _ _ _ _

Please return to :

AIRBUS INDUSTRIE
CUSTOMER SERVICES DIRECTORATE
1 Rond Point Maurice Bellonte
31707 BLAGNAC CEDEX FRANCE

Attn : AI/SE-D32 Technical Data
and Documentation Services

FAX : (+33) 5 61 93 28 06