


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 12-009</b></p> <p><b>Date: 07 February 2012</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>SICMA AERO SEAT</p>	<p><b>Type/Model designation(s) :</b></p> <p>Passenger seat series 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, 91C9, 9301, 9501</p>
<p>ETSO (JTSO) Authorisations: EASA 210.251; DGAC France QAC 54010/SFACT/TC, QAC 53854/SFACT/TC, QAC 944322/SFACT/N,</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure: This AD supersedes DGAC France AD 2001-605(AB), dated 12 December 2001.</p>	
<b>ATA 25</b>	<b>Equipment &amp; Furnishings – Passenger Seat Backrest Link – Inspection / Replacement</b>
Manufacturer(s):	Sicma Aero Seat (part of Zodiac Aerospace)
Applicability:	<p>Passenger seat series 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, 91C9, 9301, 9501, as identified in Annex 1 of Sicma Aero Seat Service Bulletin (SB) 90-25-012.</p> <p>The affected passenger seats are known to be installed on, but no limited to, Airbus A330, A340 and Boeing B777 aeroplanes.</p>
Reason:	<p>On in-service passenger seats, some cracks had been found on seat backrest links P/N 90-000200-104-1 and 90-000200-104-2.</p> <p>These cracks could significantly affect the structural integrity of the seat backrests. Failures of the seat backrests could result in injury to passengers or crew members during an emergency landing.</p> <p>To prevent this condition, a life limit was introduced on the affected backrest links and their mandatory replacement was required by DGAC France AD 2001-605(AB).</p> <p>Thereafter, the seat manufacturer has introduced new seat backrest links of similar design with P/N 90-000202-104-1 and P/N 90-000202-104-2 for passenger seat series 91B7, 91B8 and 91C5.</p> <p>Further analysis has shown that also the new seat backrest links are potentially affected by similar cracks to those identified on the backrest links with the previous design.</p>

	For the reasons described above, this AD, which supersedes DGAC France AD 2001-605(AB), requires visual inspections of the seat backrest links, the accomplishment of the applicable corrective actions as well as the replacement of the backrests links before reaching their life limit.								
Effective Date:	[14 days after Final AD issue date]								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Inspect the seat backrest links P/N 90-000200-104-1, P/N 90-000200-104-2, P/N 90-000202-104-1 and P/N 90-000202-104-2 in accordance with the accomplishment instructions of SICMA AERO SEAT Service Bulletin (SB) 90-25-012 within either:</p> <p>(A) 6 000 seat operating hours or 2 years, whichever occurs later, from the seat manufacturing date or from the backrest link replacement,</p> <p>or</p> <p>(B) 900 seat operating hours after the effective date of this AD, but no later than 5 months after the effective date of this AD, whichever occurs later between (A) and (B).</p> <p>(2) Depending on the results of the inspection required by paragraph (1) of this AD, do the actions required by Table 1 of this AD in accordance with the accomplishment instructions of SICMA AERO SEAT Service Bulletin (SB) 90-25-012:</p> <table border="1"> <thead> <tr> <th>INSPECTION RESULTS</th><th>ACTION</th></tr> </thead> <tbody> <tr> <td>The links are not cracked</td><td>Repeat the inspection at intervals not to exceed 900 seat operating hours or 5 months since the last inspection, whichever occurs later</td></tr> <tr> <td>The link(s) has (have) crack(s) whose length does not exceed the lock-out pin-hole (see applicable figures on SICMA AERO SEAT SB 90-25-012)</td><td>Replace the cracked link(s) within 600 operating hours or 3 months, whichever occurs later, after crack(s) identification</td></tr> <tr> <td>The link(s) has (have) crack(s) whose length exceeds the lock-out pin-hole (see applicable figures on SICMA AERO SEAT SB 90-25-012)</td><td>Replace the cracked link(s) before the next flight</td></tr> </tbody> </table> <p style="text-align: center;">Table 1</p> <p>(3) In any case after accomplishment of the requirements of paragraphs (1) and (2) of this AD, replace all seat backrest links P/N 90-000200-104-1, P/N 90-000200-104-2, P/N 90-000202-104-1 and P/N 90-000202-104-2 in accordance with the accomplishment instructions of SICMA AERO SEAT Service Bulletin (SB) 90-25-012 within either:</p> <p>(C) 12 000 seat operating hours or 4 years, whichever occurs later, from the seat manufacturing date or from the backrest link replacement,</p> <p>or</p>	INSPECTION RESULTS	ACTION	The links are not cracked	Repeat the inspection at intervals not to exceed 900 seat operating hours or 5 months since the last inspection, whichever occurs later	The link(s) has (have) crack(s) whose length does not exceed the lock-out pin-hole (see applicable figures on SICMA AERO SEAT SB 90-25-012)	Replace the cracked link(s) within 600 operating hours or 3 months, whichever occurs later, after crack(s) identification	The link(s) has (have) crack(s) whose length exceeds the lock-out pin-hole (see applicable figures on SICMA AERO SEAT SB 90-25-012)	Replace the cracked link(s) before the next flight
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	(D) 3 500 seat operating hours after the effective date of this AD, but no later than 18 months after the effective date of this AD, whichever occurs later between (C) and (D).
Ref. Publications:	Sicma Aero Seat Service Bulletin 90-25-012 issue 6, dated 25 January 2012. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 06 March 2012.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact:            Sicma Aero Seat            Z.I. la Limoise rue Robert Maréchal Sénior            36100 Issoudun – France            Telephone: +33 (0)2 54 03 39 39 ; Fax: +33 (0)2 54 03 39 00            E-mail: <a href="mailto:guillaume.baron@zodiacaerospace.com">guillaume.baron@zodiacaerospace.com</a> and/or  <a href="mailto:quentin.govindapoulle@zodiacaerospace.com">quentin.govindapoulle@zodiacaerospace.com</a>.</li> </ol>