


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-155R1</p> <p>Date: 17 November 2014</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.</p> <p>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>	
Design Approval Holder's Name : AIRBUS	Type/Model designation(s) : A318, A319, A320 and A321 aeroplanes
TCDS Number :	EASA.A.064
Foreign AD :	Not applicable
Supersedure :	None
ATA 25	Equipment / Furnishings – Recaro Passenger Seats – Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.
Reason:	<p>Analyses and test results have shown that the seat pan design of certain Recaro type 3510 series passenger seats, when installed next to a Type III over-wing emergency exit on an Airbus A320 family aeroplane, is insufficiently stable to sustain the loads applied by a person who would use the seat as assistance means in case of an emergency evacuation. Body parts (e.g. knees and feet) could slide through and get trapped.</p> <p>This condition, if not corrected, could restrict or significantly delay an emergency evacuation, possibly resulting in injury to occupants.</p> <p>For the reasons described above, this AD requires modification of the affected seats by replacing the seat pan with a new one that has a more robust design.</p> <p>This PAD has been revised to correct Appendix 1, adding seat Part Numbers which had inadvertently been omitted.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 9 months after the effective date of this AD, modify each Recaro type 3510A and 3510D passenger seat, having a Part Number (P/N) as listed in Appendix 1 of this AD, if (to be) installed in a row leading to a Type III over-wing emergency exit, in accordance with the instructions of the relevant Airbus Service Bulletin (SB) as listed in Table 1 of this AD, as applicable to aeroplane configuration.</p> <p>Table 1 – Airbus SBs and Modifications</p> <table><tr><th>SB</th><th>Modification (Mod.)</th></tr><tr><td>A320-25-1756</td><td>152174</td></tr><tr><td>A320-25-1762</td><td>152175</td></tr><tr><td>A320-25-1764</td><td>152202</td></tr><tr><td>A320-25-1765</td><td>152203</td></tr><tr><td>A320-25-1772</td><td>152441</td></tr><tr><td>A320-25-1773</td><td>152442</td></tr><tr><td>A320-25-1800</td><td>152791</td></tr><tr><td>A320-25-1809</td><td>152981</td></tr><tr><td>A320-25-1814</td><td>153042</td></tr><tr><td>A320-25-1825</td><td>153424</td></tr></table> <p>(2) An aeroplane on which an Airbus modification, as listed in Table 1 of this AD, has been embodied in production is not affected by the requirements of paragraph (1) of this AD, provided it is determined that no Recaro type 3510A or 3510D passenger seat, having a P/N as listed in Appendix 1 of this AD, has been installed in a row leading to a Type III over-wing emergency exit on that aeroplane since Airbus date of manufacture.</p> <p>(3) From the effective date of this AD, do not install on any aeroplane a Recaro type 3510A or 3510D passenger seat, having a P/N as listed in Appendix 1 of this AD, in a row leading to a Type III over-wing emergency exit, unless the seat has been modified in accordance with the instructions of the relevant Airbus SB as listed in Table 1 of this AD, as applicable to aeroplane configuration, or in accordance with the instructions of the relevant Recaro SB as listed in Table 2 of this AD, as applicable to the affected seat.</p> <p>Table 2</p> <table><tr><th colspan="3">Recaro SBs</th></tr><tr><td>3510-25-348</td><td>3510-25-350</td><td>3510-25-395</td></tr><tr><td>3510-25-349</td><td>3510-25-351</td><td>3510-25-396</td></tr></table>	SB	Modification (Mod.)	A320-25-1756	152174	A320-25-1762	152175	A320-25-1764	152202	A320-25-1765	152203	A320-25-1772	152441	A320-25-1773	152442	A320-25-1800	152791	A320-25-1809	152981	A320-25-1814	153042	A320-25-1825	153424	Recaro SBs			3510-25-348	3510-25-350	3510-25-395	3510-25-349	3510-25-351	3510-25-396
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Ref. Publications:	<p>Recaro SB 3510-25-348 original issue dated 18 December 2013, or Revision 01 dated 08 August 2014.</p> <p>Recaro SB 3510-25-349 original issue dated 18 December 2013, or Revision 01 dated 08 August 2014.</p> <p>Recaro SB 3510-25-350 original issue dated 18 December 2013, or Revision 01 dated 08 August 2014.</p> <p>Recaro SB 3510-25-351 original issue dated 18 December 2013.</p>																															

	<p>Recaro SB 3510-25-395 [to be published]</p> <p>Recaro SB 3510-25-396 original issue dated 19 March 2013, or Revision 01 dated 01 August 2013, or Revision 02 dated 06 January 2014.</p> <p>Airbus SB A320-25-1756 original issue dated 15 May 2014.</p> <p>Airbus SB A320-25-1762 original issue dated 22 May 2014.</p> <p>Airbus SB A320-25-1764 original issue dated 15 May 2014.</p> <p>Airbus SB A320-25-1765 original issue dated 15 May 2014.</p> <p>Airbus SB A320-25-1772 original issue dated 15 May 2014.</p> <p>Airbus SB A320-25-1773 original issue dated 15 May 2014.</p> <p>Airbus SB A320-25-1800 original issue dated 15 May 2014.</p> <p>Airbus SB A320-25-1809 original issue dated 15 May 2014.</p> <p>Airbus SB A320-25-1814 original issue dated 15 May 2014.</p> <p>Airbus SB A320-25-1825 original issue dated 15 May 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 01 December 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.

Appendix 1 – Affected Recaro Seat P/N

3510A333-31-051	3510A366-31-241	3510A383-31-031	3510A399-32-031
3510A333-31-061	3510A366-32-241	3510A383-31-041	3510A399-32-041
3510A333-32-051	3510A377-31-243	3510A383-31-111	3510A537-31-031
3510A333-32-061	3510A377-31-253	3510A383-32-031	3510A537-31-041
3510A349-31-041	3510A377-31-272	3510A383-32-041	3510A537-32-031
3510A349-31-211	3510A377-31-282	3510A383-32-111	3510A537-32-041
3510A349-32-041	3510A377-32-243	3510A384-31-132	3510A911-31-031
3510A349-32-211	3510A377-32-253	3510A384-31-142	3510A911-31-041
3510A364-31-032	3510A377-32-272	3510A384-32-132	3510A911-32-031
3510A364-31-042	3510A377-32-282	3510A384-32-142	3510A911-32-041
3510A364-31-072	3510A380A31-121	3510A390-31-041	3510D330-31-121
3510A364-31-172	3510A380A31-191	3510A390-31-051	3510D330-31-151
3510A364-32-032	3510A380A32-121	3510A390-32-041	3510D330-32-121
3510A364-32-042	3510A380A32-191	3510A390-32-051	3510D330-32-151
3510A364-32-072	3510A380B31-121	3510A392-31-031	3510D347-31-031
3510A364-32-172	3510A380B32-121	3510A392-31-041	3510D347-31-041
3510A365-31-031	3510A381-31-221	3510A392-32-031	3510D347-32-032
3510A365-31-041	3510A381-31-231	3510A392-32-041	3510D347-32-042
3510A365-32-031	3510A381-32-221	3510A399-31-031	3510D353-31-041
3510A365-32-041	3510A381-32-231	3510A399-31-041	3510D353-32-041