



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 14-155R2

Issued: 08 August 2017

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

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 date indicated.

Design Approval Holder's Name:

RECARO Aircraft Seating GmbH & Co. KG

Type/Model designation(s):

Model 3510A and 3510D seats

Effective Date: [TBD - standard: 14 days after AD issue date]

ETSO Authorisations: EASA.210.172 Rev. A, EASA.210.249 Rev. A

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishing – Passenger Seats – Modification

Manufacturer(s):

RECARO Aircraft Seating GmbH & Co. KG

Applicability:

Model 3510A and 3510D seats, all serial numbers, identified by Part Number (P/N) in Table 2, left hand (LH) column, or Table 3, LH column, of RECARO Service Bulletin (SB) 3510-25-609 original issue dated 20 June 2016, or RECARO SB 3510-25-752 original issue dated 20 May 2016, or RECARO SB 3510-25-753 original issue dated 23 June 2016, as applicable.

Appendix 1 of this AD shows the affected P/N groups and related SBs.

The affected seats are known to be installed on, but not limited to, Airbus A318, A319 and A320 aeroplanes.

Reason:

Analyses and test results have shown that the seat pan design of certain RECARO model 3510A and 3510D passenger seats, when installed next to a Type III over-wing emergency exit, 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.



This condition, if not corrected, could restrict or significantly delay an emergency evacuation, possibly resulting in injury to occupants.

To address this potential unsafe condition, RECARO issued SB 3510-25-609, SB 3510-25-752 and SB 3510-25-753, providing modification instructions to replace the seat pan and/or pan attachment package with a new one, that has a more robust design, and to re-identify modified seats with a different P/N.

For the reasons described above, this AD requires modification of the affected seats and prohibits installation of any unmodified seat.

This PAD, initially published as applicable only to Airbus A318, A319, A320 and A321 aeroplanes, has been completely revised as applicable to RECARO seat models 3510A and 3510D, irrespective of the aeroplane type/model on which such a seat might be installed. It furthermore prohibits any new installation of a seat to which this PAD is applicable, while in the PAD original issue and revision 01, a new installation of a seat to which the PAD was applicable was prohibited only in a row leading to a Type III over-wing emergency exit.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, an affected passenger seat is a seat having a P/N listed in Table 2, LH column, or Table 3, LH column, of RECARO SB 3510-25-609 original issue, or RECARO SB 3510-25-752 original issue, or RECARO SB 3510-25-753 original issue.

- (1) Within 9 months after the effective date of this AD, modify and re-identify each affected passenger seat in accordance with the instructions of RECARO SB 3510-25-609, or SB 3510-25-752, or SB 3510-25-753, as applicable.
- (2) Do not install (see Note 2 of this AD) an affected passenger seat on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable:
 - (2.1) For an aeroplane that, on the effective date of this AD, has an affected seat installed: After modification of that aeroplane as required by paragraph (1) of this AD.
 - (2.2) For an aeroplane that, on the effective date of this AD, does not have an affected seat installed: From the effective date of this AD.

Note 2: For the purpose of this AD, removal of a seat from an aeroplane and subsequent re-installation of that seat on that same aeroplane is not "installation" as specified in paragraph (2) of this AD.

Ref. Publications:

RECARO SB 3510-25-609 original issue dated 20 June 2016.

RECARO SB 3510-25-752 original issue dated 20 May 2016.



RECARO SB 3510-25-753 original issue dated 23 June 2016.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 05 September 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: RECARO Aircraft Seating GmbH & Co. KG, Daimlerstrasse 21, 74523 Schwäbisch Hall, Germany,
e-mail: technical.support@recaro-as.com.

For all other issues (logistics, orders) refer to the applicable SB.



Appendix 1 – Affected RECARO Seat P/Ns and related Service Bulletin

Affected Seat Part Number	Related RECARO SB
3510A377-xx-xxx 3510A381-xx-xxx	3510-25-752
3510A383-xx-xxx 3510A384-xx-xxx 3510D389-xx-xxx 3510A390-xx-xxx 3510A392-xx-xxx 3510A527-xx-xxx 3510A537-xx-xxx 3510D592-xx-xxx 3510A911-xx-xxx 3510A942-xx-xxx	3510-25-609
3510D330-xx-xxx 3510D347-xx-xxx 3510A349-xx-xxx 3510A364-xx-xxx 3510A549-xx-xxx	3510-25-753

Note: The 'xx-xxx' in the P/N listed above can represent any numerical combination.

