

BUREAU VERITAS

AIRWORTHINESS DIRECTIVE

released by Direction Générale de l'Aviation Civile

Inspections and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of "Consigne de Navigabilité"
Réf. : 86-78-01(B)R1
In case of any difficulty, reference should
be made to the French original issue.

IPECO PILOT AND COPILOT SEATS - ATR 42 AIRPLANES

This Consigne transmits the informations of "Telegraphic Airworthiness Directive" issued by DGAC on May 15 th, 1986.

The present Airworthiness Directive is applicable to ATR 42-200, and ATR 42-300 Airplanes equipped with Pilot and Co-pilot's IPECO seats.

Following report of collapses of the Pilot's and Co-pilot's seat back whilst the aircraft is in operation the following actions are mandatory :

- A/ - Within 7 days from the effective date of this A.D., check that the seat back disconnection mechanism as described in IPECO ALERT SERVICE BULLETIN Nr. A001-25-A22 issue 1. The check is also described in the telex to all operators A/DCS/TD1769/86 dated May 14, 1986.
- B/ - If the gap between the seat back structure fork fitting and the recline unit latch pins exceeds 1,5 mm (0,06 inches) the two A102-6C bolts shown in figure 1 must be replaced. Should this action not bring the looseness below the previously stated dimension, the seat must be removed from the airplane.
- C/ - Check quoted in paragraph A/ must be repeated each week and at each seat back disconnection.
- D/ - Modification defined by IPECO Service Bulletin NR. A001-25-22 dated 5 June 86 must be applied before August 31st. 1986.

Cf. : Telegraphic Airworthiness Directive T-86-78-01(B)
DGAC dated May 15th 1986.

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Date : 23/07/86

IPECO PILOT AND COPILOT SEATS
ATR 42 - AIRPLANES

Ref. : 86-78-01(B)R1

This A.D. supersedes A.D. Ref. 86-78-01(B) dated May 28, 1986.

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DATE OF INFORCEMENT : Same as telegraphic directive (May 16th 1986)