


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2008-0135</b></p> <p><b>Date: 16 July 2008</b></p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>Aviointeriors S.p.A.</p>	<p><b>Type/Model designation(s) :</b></p> <p>Passengers Seats 12M( )(-)( )( )( )( )</p>
ETSO Approval:	EASA 21O.001
Foreign AD:	Not applicable
Supersedure:	EASA AD 2006-0350 issued on 22 November 2006.
<b>ATA 25</b>	<b>Equipment &amp; Furnishings – Passenger Seat Backrest - Replacement</b>
Manufacturer(s):	Aviointeriors S.p.A.
Applicability:	<p>Passenger Seats 12M( )(-)( )( )( )( ), all part numbers (P/N) equipped with backrest P/N 313033000000 or 313033100000, as listed in Section 1.A of Aviointeriors Service Bulletin (SB) 12M/F68-06.</p> <p>The affected seats are known to be installed on, but not limited to, the following aircraft:</p> <ul style="list-style-type: none"> <li>- ATR 42 series;</li> <li>- ATR 72 series.</li> </ul>
Reason:	<p>Failures of the recline actuator metal fitting have been reported on seat backrests of in-service aircraft. EASA AD 2006-0350, which is superseded by this AD, was issued to initially mandate a one-time inspection of the applicable backrests, replace all fittings that have tool marks and re-identify the backrest seat P/N. Since the issuance of the AD, cycle testing performed by Aviointeriors identified a life limitation also for backrests that do not have tool marks.</p> <p>Consequently the present AD mandates the replacement of those backrests before reaching the threshold specified in the compliance paragraph of this AD.</p> <p>Actions required by this AD are intended to prevent further failures of the seat backrests which could result in injury to passengers or crew members during an emergency landing.</p>

Effective Date:	30 July 2008
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <ul style="list-style-type: none"> <li>▪ Before the accumulation of 13 000 total flight cycles (FC) since the seat first installation on aircraft but no later than 31 January 2009, whichever occurs first, replace the backrest P/N 313033000000 and/or 313033100000 in accordance with the instructions given in Aviointeriors Service Bulletin (SB) 12M/F68-06.</li> </ul> <p>In case at the effective date of this AD seats have already exceeded the FC threshold mentioned above, it is allowed to perform the backrest replacement within 500 FC after the effective date of this AD, but no later 31 January 2009, whichever occurs first.</p> <ul style="list-style-type: none"> <li>▪ <u>After the effective date of this AD, no person shall install Aviointeriors passenger seat assembly P/N 12M()(-)()()()() with backrests having P/N 313033000000 or 313033100000 (being either unmarked or marked with "O" as per Aviointeriors SB 12M/F68-01 Revision 1) on any aircraft.</u></li> <li>▪ In case there is no possibility to replace the seat backrests within the required compliance time, the aircraft may be dispatched with the affected seat installed provided: <ul style="list-style-type: none"> <li>• Seat is placarded as "Do not occupy" and measures are taken to be sure that the affected seat remains unoccupied during the flight duration; and</li> <li>• Affected seat does not block any emergency exit; and</li> <li>• Affected seat does not restrict any passenger to get access to the main aisle.</li> </ul> </li> </ul>
Ref. Publications:	<p>Aviointeriors Service Bulletin 12M/F68-01 Revision 1 dated 2 October 2006; Aviointeriors Service Bulletin 12M/F68-06 Revision new dated 17 June 2008.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 25 June 2008 as PAD 08-075 for consultation until 10 July 2008. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Aviointeriors S.p.A. Engineering Product Support; Phone: + 39 0773 689291; Fax: +39 0773 631546, E-mail : <a href="mailto:avio@aviointeriors.it">avio@aviointeriors.it</a></li> </ol>