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| EASA | AIRWORTHINESS DIRECTIVE | |
|  | AD No.: 2012-0102 | |
| | Date: 08 June 2012 | |
| <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 AD applies, except in accordance with the requirements of that AD, 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> | | |
| Design Approval Holder's Name: | Type/Model designation(s): | |
| Airbus | A300-600, A310 and A300-600ST aeroplanes | |
| TCDS Number: | France TCDS No 145 and EASA.A.014 | |
| Foreign AD: | Not applicable | |
| Supersedure: | None | |
| ATA 25 | Equipment and Furnishings – Powered Pilot and Co-pilot Seats – Inspection | |
| Manufacturer(s): | Airbus (formerly Airbus Industries) | |
| Applicability: | Airbus A300-600, and A310 aeroplanes, all certified models, all manufacturer serial numbers (MSN), and Airbus A300F4-608ST aeroplanes, all MSN. | |
| Reason: | <p>During a steep climb manoeuvre that was flown with a high pitch (25°) for training of ground threat avoidance, an Airbus A310 aeroplane experienced an uncommanded slide back of the co-pilot seat to the end stop position.</p> <p>Investigation revealed that on the affected seat, the disc key inside the clutch was broken. SOGERMA Service Bulletin (SB) No 2510112-25-813, which addresses the previous end stop switch issue and which is covered by EASA AD 2010-0070, had been accomplished on this seat, but due to seizure, the key failure was not detected at time. This broken disc key caused a jamming between the gear and the shaft of the clutch. Despite this failure, the torque transmission between the gear and the shaft was sufficient for normal operation, but not to keep the seat in locked position during climbing, due to the high longitudinal loads generated by the high aeroplane incidence.</p> <p>This condition, if not detected and corrected, could cause the pilot to lose contact with the controls, leading to an inadvertent input on the flight control commands during take-off or climb, possibly resulting in loss of control of the aeroplane.</p> <p>For the reasons described above, this AD requires a one-time inspection of the affected seats and, depending on findings, accomplishment of applicable corrective action(s).</p> | |
| Effective Date: | 22 June 2012 | |

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| <p>Required Action(s) and Compliance Time(s):</p> | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 6 months after the effective date of this AD, accomplish the following actions: <ol style="list-style-type: none"> (1.1) Inspect each SOGERMA pilot and co-pilot seat installed on the aeroplane to identify the Part Number (P/N). A review of aeroplane delivery- or maintenance records is acceptable in lieu of the inspection as required by this paragraph, provided those records can be relied upon for that purpose, and the P/N of each seat can be conclusively identified from that review. (1.2) If the P/N of a seat, identified as required by paragraph (1) of this AD, is P/N 2510112 series (all suffixes) or P/N 2510113 series (all suffixes), accomplish a tensile test on that seat in accordance with the instructions of Airbus Alert Operators Transmission (AOT) No. A25W001-12. (2) Affected seats which, before the effective date of this AD, have already passed the test, or have been modified, in accordance with the instructions of SOGERMA SB 2510112-25-898, are not required to be tested, as these are considered to be compliant with the requirements of this AD. (3) If the tensile test sample does not break-off while performing the test as required by paragraph (1) of this AD, before the next flight, accomplish one of the following actions in accordance with the instruction of Airbus AOT No.A25W001-12: <ol style="list-style-type: none"> (3.1) Replace the affected seat with a serviceable one, or (3.2) Remove the seat from the aeroplane for replacement of the actuator P/N RT19H4FX in accordance with the instructions of Airbus AOT No. A25W001-12, or modify the seat in accordance with the instructions of SOGERMA SB 2510112-25-898. (4) From the effective date of this AD, do not install a SOGERMA pilot or co-pilot seat P/N 2510112 series or P/N 2510113 series on an aeroplane, unless it has passed the test as required by paragraph (1) of this AD, or the seat has passed the test in accordance with the instructions of SOGERMA SB 2510112-25-898, or has been repaired or modified as required by paragraph (3) of this AD. |
| <p>Ref. Publications:</p> | <p>Airbus AOT No. A25W001-12 original issue dated 06 June 2012. SOGERMA SB 2510112-25-898 original issue dated 24 April 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> |
| <p>Remarks:</p> | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EIAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51). |