


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 08-129R1</b></p> <p><b>Date: 02 January 2009</b></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. 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>	
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A310 and A300-600 aircraft</p>
<p>TCDS Number :     France N° 145</p>	
<p>Foreign AD :         Not applicable</p>	
<p>Supersedure :        None</p>	
<b>ATA 25</b>	<b>Equipment/Furnishings – IPECO Pilot and Co-pilot Seats - Inspection</b>
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	<p>A310-203, A310-221, A310-222 and A310-203C aircraft, all serial numbers, and A300F4-605R and A300F4-622R aircraft, all serial numbers,</p> <p>if IPECO Part Number (P/N) 3A218-000X-01-1 Pilot and/or Co-pilot mechanical seats are installed.</p>
Reason:	<p>An A300-600 operator reported two events where an IPECO pilot seat moved in the aft position, one during take-off roll and one during climb out.</p> <p>The investigation of these events showed that a broken/missing spring contributed to the seat not being correctly locked.</p> <p>An unwanted movement of pilot or co-pilot seat in the aft direction is considered as potentially dangerous, especially during the take-off phase when the speed of the aircraft is greater than 100 knots and until landing gear retraction.</p> <p>To prevent further incidents of inadvertent flight crew seat aft movement, this AD requires repetitive inspections of the affected seat springs and replacement of missing or broken parts.</p>
Effective Date:	[TBD: 14 days after Final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> <li>(1) Within 90 days after the effective date of this AD, and thereafter at intervals not to exceed 30 days, do a detailed visual inspection of the two springs of the pilot seat and co-pilot seat locking device, in accordance with the instructions of Airbus Alert Service Bulletin (ASB) A310-25A2199 or A300-25A6210, as applicable to aircraft model.</li> <li>(2) If only one spring is missing or found damaged during any inspection as required by paragraph (1) of this AD, within 10 days after the inspection or before next flight, whichever occurs later, replace the spring with a serviceable part. During aircraft dispatch with one spring missing or damaged, the instructions contained in Airbus Operator Engineering Bulletin (OEB) ref N°121-1 for A300-600 or N°160-1 for A310 must be carried out by the flight crew.</li> <li>(3) If two springs are missing or found damaged during any inspection as required by paragraph (1) of this AD, before next flight, replace the springs in accordance with the instructions of Airbus ASB A310-25A2199 or A300-25A6210, as applicable to aircraft model.</li> <li>(4) Within three weeks after the initial inspection as required by paragraph (1) of this AD, send the inspection report to Airbus in accordance with the instructions of ASB A310-25A2199 or A300-25A6210, as applicable to aircraft model.</li> <li>(5) Within three weeks after a repetitive inspection as required by paragraph (1) of this AD, in case of findings only, send the inspection report to Airbus in accordance with the instructions of ASB A310-25A2199 or A300-25A6210, as applicable to aircraft model.</li> <li>(6) Replacement of parts in accordance with the instructions of Airbus ASB A310-25A2199 or A300-25A6210, as applicable to aircraft model, does not constitute terminating action for the repetitive inspection requirements of this AD.</li> <li>(7) After [insert date: 90 days after Final AD effective date], no person shall install an IPECO pilot or co-pilot mechanical seat P/N 3A218-000X-01-1 on an aircraft, unless it has been inspected and corrected in accordance with the instructions of ASB A310-25A2199 or A300-25A6210, as applicable to aircraft model.</li> </ol>
Ref. Publications:	<p>Airbus ASB A310-25A2199 original issue and A300-25A6210 original issue.</p> <p>Airbus Operator Engineering Bulletin ref N°121-1 and N°160-1</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 16 January 2009.</li> <li>2. Enquiries regarding this PAD 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>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).</li> </ol>