


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008-0097</p> <p>Date: 20 May 2008</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>Type Approval Holder's Name : SICMA AERO SEAT</p>		<p>Type/Model designation(s) : Model 940() Series Passenger Seats</p>
<p>ETSO Approval: F.O.136, EASA.210.094</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This Airworthiness Directive supersedes EASA AD 2008-0080, dated 28 April 2008.</p>		
ATA 25	Equipment & Furnishings – Passenger Seats – Inspection / Repair / Modification	
<p>Manufacturer(s): Sicma Aero Seat</p>		
<p>Applicability: Passenger Seats models 9401, 9402, 9404, 9405, 9406, 9407, 9408 and 9409, all Part Numbers (P/N), except front row and aft facing seat and those modified to 'Amendment B' standard.</p> <p>The affected seats are known to be installed on, but not limited to, ATR 42 and ATR 72 series aircraft.</p>		
<p>Reason: Several occurrences of cracked central and lateral spreaders on passenger seats models 9401 and 9402 have been reported to Sicma Aero Seat.</p> <p>This condition, if not corrected, can lead to further cracking of the seat spreaders, causing injury to passengers or crew members during heavy turbulence in flight or in the event of an emergency landing.</p> <p>For the reasons stated above, this Airworthiness Directive (AD) requires repetitive inspections of the affected seats and, depending on findings, the repair or replacement of damaged spreaders with an improved design ('Amendment B' standard). The replacement of all spreaders (i.e. modification to 'Amendment B' standard) terminates the repetitive inspection requirements.</p> <p>This AD, superseding EASA AD 2008-0080, retains the original requirements, but adds a seat model (9409) that was inadvertently missing in the original AD and excludes front row and aft facing seats from the applicability.</p>		

Effective Date:	03 June 2008
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the next 6 months after 13 May 2008, the effective date of EASA AD 2008-0080, inspect the affected seats in accordance with the instructions of paragraph (§) A item 1 of Sicma Aero Seat (Sicma) Service Bulletin (SB) 94-25-013; (2) Depending on the inspection results, within the criteria and the applicable interval as specified in § A-1 Decision Tree of Sicma SB 94-25-013, repeat the inspection as required by § (1) of this AD; or (3) When deficiencies or cracks are found during any of the inspections required by § (1) and (2) of this AD, within the threshold defined by the criteria specified in § A-1 Decision Tree of Sicma SB 94-25-013, repair the affected spreaders in accordance with the instructions of Sicma SB 94-25-011, or modify the seat to 'Amendment B' standard, replacing all the spreaders, in accordance with the instructions of Sicma SB 94-25-012; <p>Note 1: The aircraft may only be dispatched with non-repaired or unmodified seats within the provisions of the applicable Master Minimum Equipment List item(s).</p> <p>Note 2: Any discrepancies discovered during inspections required by this AD should be reported to Sicma Aero Seat, address indicated in the 'Remarks' section of this AD.</p> <ol style="list-style-type: none"> (4) After 13 November 2008, no person shall install any Sicma seat affected by this AD on any airplane as a replacement part, unless it has been modified to 'Amendment B' standard in accordance with Sicma SB 94-25-012; (5) The replacement of all spreaders on any affected seat assembly (modification to 'Amendment B' standard) in accordance with Sicma SB 94-25-012 terminates the inspection requirements of this AD for that seat assembly.
Ref. Publications:	<p>Sicma Aero Seat Service Bulletin No.94-25-011 issue 2 Sicma Aero Seat Service Bulletin No.94-25-012 original issue Sicma Aero Seat Service Bulletin No.94-25-013 issue 4</p> <p>The use of any later approved revision of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<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 Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact: Sicma Aero Seat, Rue Robert Maréchal Sénior, Z.I. La limoise, 36100 Issoudun, France ; telephone +33 (0) 2 54 03 39 39 ; FAX: +33 (0) 2 54 03 39 00; e-mail : mcoureau@sicma.zodiac.com