


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0045</p> <p>Date: 27 February 2009</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 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>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A310 and A300-600 aeroplanes</p>	
TCDS Number :	France N° 145	
Foreign AD :	Not applicable	
Supersedure :	None	
ATA 25	Equipment / Furnishings – IPECO Pilot and Co-pilot Seats – Inspection / Modification / Replacement	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>A310-203, A310-221, A310-222 and A310-203C aeroplanes, all serial numbers, and</p> <p>A300F4-605R and A300F4-622R aeroplanes, 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 of IPECO pilot seat moved in the aft position, one during take-off roll and one during climb out. 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 aeroplane 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. In addition, this AD requires replacement of the affected seats with modified P/N 3A218-000X-01-2 seats. Installation of both pilot and co-pilot seats P/N 3A218-000X-01-2 on an aeroplane constitutes terminating action for the repetitive inspection requirements of this AD for that aeroplane.</p>	

Effective Date:	13 March 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p><u>Inspections and corrective actions</u></p> <ol style="list-style-type: none"> (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 aeroplane model. (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 aeroplane dispatch with one spring missing or damaged, the instructions contained in Airbus Operator Engineering Bulletin (OEB) ref N°160-1 for A310 aeroplanes or N°121-1 for A300-600 aeroplanes must be carried out by the flight crew. (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 aeroplane model. (4) Within 3 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 aeroplane model. (5) Within 3 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 aeroplane model. (6) Replacement of parts in accordance with the instructions of ASB A310-25A2199 or A300-25A6210, as applicable to aeroplane model, does not constitute terminating action for the repetitive inspection requirements of this AD. (7) After 11 June 2009, do not install an IPECO pilot or co-pilot mechanical seat PN 3A218-000X-01-1 on an aeroplane, unless it has been inspected and corrected in accordance with the instructions of ASB A310-25A2199 or A300-25A6210, as applicable to aeroplane model. <p><u>Modification</u></p> <ol style="list-style-type: none"> (8) Within 6 months after the effective date of this AD, modify the aeroplane by replacing the pilot and co-pilot mechanical seats P/N 3A218-000X-01-1 with P/N 3A218-000X-01-2 seats, in accordance with the instructions of Airbus SB A310-25-2202 or A300-25-6214, as applicable to aeroplane model. (9) Installation of both pilot and co-pilot seats P/N 3A218-000X-01-2 on an aeroplane constitutes terminating action for the repetitive inspection requirements of this AD for that aeroplane. (10) After 13 September 2009, do not install an IPECO pilot or co-pilot mechanical seat P/N 3A218-000X-01-1 on an aeroplane.
Ref. Publications:	<p>Airbus ASB A310-25A2199 original issue and A300-25A6210 original issue, Airbus SB A310-25-2202 original issue and A300-25-6214 original issue, Airbus Operator Engineering Bulletin N°160-1 and N°121-1.</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">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. An earlier version of this AD was issued as PAD 08-129 on 20 November 2008 for consultation until 04 December 2008 and then re-published as PAD 08-129R1 on 02 January 2009 for consultation until 16 January 2009. No comments were received during the consultation periods. Although changes have been made in this AD, the required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing any further 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: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).
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