

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-006/2002

Datum vydání: 09. ledna 2002

LETADLOVÉ ZAŘÍZENÍ - SEDADLA CESTUJÍCÍCH "16 g SEATS" - UCHYCENÍ OPĚRADEL (ATA 05, 25) - KONTROLA/VÝMĚNA

Týká se: sedadel cestujících SICMA AERO SEAT sérií 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C3, 91C4, 91C5, 9301, 9501, vybavených uchytením opěradel katalogových čísel P/N 90-000200-104-1 a P/N 90-000200-104-2. Katalogová čísla sedadel jsou blíže uvedena v Annex 1, SICMA AERO SEAT Service Bulletin 90-25-012, Revision 3.

Datum účinnosti: 21. února 2002

Provést v termínech: Jak je popsáno v DGAC AD 2001-605(A,B), od data účinnosti tohoto PZZ.

Postup provedení prací: Dle v DGAC AD 2001-605(A,B) (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Toman. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD 2001-605(A,B).

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Ředitel sekce technické
Úřad pro civilní letectví

DGAC AD No.: 2001-605(AB)

SICMA AERO SEAT

Equipment: passenger seats

Backrest links - Life limit (16 g seats) (ATA 05, 25)

1. APPLICABILITY:

SICMA AERO SEAT passenger seats of series 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C3, 91C4, 91C5, 9301, 9501, equipped with backrest links P/N 90-000200-104-1 and P/N 90-000200-104-2. A detailed list of affected seat P/Ns is given in Annex 1, of SICMA AERO SEAT Service Bulletin 90-25-012, Revision 3.

2. REASON:

Cracks have been found on seat backrest links P/N 90-000200-104-1 and 90-000200-104-2. These cracks can significantly affect the structural integrity of seat backrests. Therefore a life limit is introduced on the links. On 9 g seats also affected by this Problem, stronger unlimited life links have been developed and their installation has been rendered mandatory. However, on 16 g seats the affected links have a direct influence on certification dynamic tests and cannot be replaced by similar stronger links without performing again all dynamic tests for each seat part number.

3. COMPLIANCE:

The following measures are rendered mandatory on the effective date of this Airworthiness Directive (AD), unless already accomplished:

- initial visual inspection for every applicable seats,

- routine visual inspection must be performed for applicable seats having more than 12000 flight hours or more than four years since new on the effective date of this AD, until the occurrence of link replacement,

- link replacement.

3.1. Initial visual inspection

Initial visual inspection of these backrest links must be performed as per Part 1 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3:

- before 6,000 flight hours since new or since last backrest link installation, or before two years from seat manufacturing date or from last backrest link installation date, whichever occurs later, or

- within the next 900 flight hours or before five (5) months from the effective date of this Airworthiness Directive, whichever occurs later.

If no crack is found, replace the links as described in the paragraph 3.3 of this AD.

If a crack is found between the side of the backrest link and the lock out pin hole, but does not pass this lock out pin hole (see Figure 2, page 7/10 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3), replace both backrest links of affected seat, before accumulation of further 600 flight hours, without exceeding three (3) months, after the inspection date, with new links of same part number (P/N 90-000200-104-1 and 90-000200-104-2). Backrest link replacement procedure is described in the paragraph 3.3. of this AD.

If crack is passing beyond the lock out pin hole (see Figure 2, page 7/10 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3), replace both backrest links of affected seat, before further flight with links of same part number (P/N 90-000200-104-1 and 90-000200-104-2). Backrest link replacement procedure is described in the paragraph 3.3. of this AD.

For affected seats having more than 12,000 flight hours or seat manufacturing date of more than four years old, on the effective date of this AD, routine visual inspection must be performed until the occurrence of link replacement, as per paragraph 3.2. of this AD.

3.2. Routine visual inspection.

For affected seats having more than 12,000 flight hours or more than four years old since seat manufacturing date, on the effective date of this AD, repeat visual inspection, until next backrest link replacement, as per Part 1 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3:

every 900 flight hours or every five (5) months whichever occurs later, without exceeding 3,500 flight hours or eighteen (18) months from the effective date of this AD.

If a crack is found between the side of the backrest link and the lock out pin hole, but does not pass this lock out pin hole (see Figure 2, page 7/10 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3), replace both backrest links of affected seat, before accumulation of further 600 flight hours, without exceeding three (3) months, after the inspection date, with new links of same part number (P/N 90-000200-104-1 and 90-000200-104-2). Backrest link replacement procedure is described in the paragraph 3.3. of this AD.

If crack is passing beyond the lock out pin-hole (see Figure 2, page 7/10 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3), replace both backrest links of affected seat, before further flight with links of same part number (P/N 90-000200-104-1 and 90-000200-104-2). Backrest link replacement procedure is described in the paragraph 3.3. of this AD.

3.3. Routine link replacement.

3.3.1. Backrest links P/N 90-000200-104-1 and 90-000200-104-2 must be replaced with new links of same part number (P/N 90-000200-104-1 and 90-000200-104-2), before 12,000 flight hours since new, or since last backrest link installation, or before four (4) years from seat manufacturing date, or from last backrest link installation date, or within the next 3,500 flight hours, or before eighteen (18) months from the effective date of this AD, whichever occurs later.

3.3.2. From the effective date of this AD, prior to reinstallation, all applicable seats having more than 12,000 flight hours since new or since last backrest link installation, or being more than four (4) years old since seat manufacturing date or since last backrest link installation date, whichever occurs later, should have their backrest links replaced with new links

of same part number (P/N 90-000200-104-1 and 90-000200-104-2).

3.3.3. Replacement instructions of P/N 90-000200-104-1 and 90-000200-104-2 backrest links, with new backrest links of same part number (P/N 90-000200-104-1 and 90-000200-104-2) are given in Part 2 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3.

REF.: SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3
(or further approved revisions).

EFFECTIVE DATE: DECEMBER 22, 2001