

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-007/2002

Datum vydání: 10. ledna 2002

LETADLOVÉ ZAŘÍZENÍ - SEDADLA CESTUJÍCÍCH "9 g SEATS" - UCHYCENÍ OPĚRADEL (ATA 05, 25) - KONTROLA/VÝMĚNA

Týká se: sedadel cestujících SICMA AERO SEAT sérií 88xx, 89xx, 90xx, 91xx, 92xx, 93xx, 95xx, 96xx, vybavených uchycením opěradel katalogových čísel P/N 90-000200-104-1 a P/N 90-000200-104-2. Sedadel cestujících sérií 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C3, 91C4, 91C5, 9301, 9501 se tento PZZ netýká. Katalogová čísla sedadel jsou blíže uvedena v Annex 1, SICMA AERO SEAT Service Bulletin 90-25-013, Revision 2.

Poznámka: Sedadla uvedená v Amendment Z1, byla modifikována, a proto se na ně nevztahuje tento PZZ.

Datum účinnosti: 21. února 2002

Provést v termínech: Jak je popsáno v DGAC AD 2001-613(A,B), od data účinnosti tohoto PZZ.

Postup provedení prací: Dle v DGAC AD 2001-613(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 2001-613(A,B).

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DGAC AD No.: 2001-613(A,B)

SICMA AERO SEAT

Equipment: passenger seats

Backrest link replacement (9 g seats) (ATA 05, 25)

1. APPLICABILITY:

SICMA AERO SEAT passenger seats 88xx, 89xx, 90xx, 91xx, 92xx, 93xx, 95xx, 96xx series, equipped with backrest links P/N 90-000200-104-1 and P/N 90-000200-104-2. Passenger seats 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C3, 91C4, 91C5, 9301, 9501 series are not concerned by this Airworthiness Directive (AD). A detailed list of affected seat P/N is given in Annex 1, original issue of SICMA AEROSEAT Service Bulletin No 90-25-013, Revision 2.

Note: Seats identified by Amendment Z1 have been modified and therefore are not affected by this AD.

2. REASON:

Cracks have been found on seats backrest links P/N 90-000200-104-1 and 90-000200-104-2. These cracks can significantly affect the structural integrity of seat backrests.

3. COMPLIANCE:

The following measures are rendered mandatory on the effective date of this AD, unless already accomplished

- Initial visual inspection for every applicable seats,

- Routine visual inspection must be performed for applicable seats having more than 12,000 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 90-25-013 Revision 2:

- 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 AD, 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 7/11 of SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2), replace both backrest links of affected seat, before accumulation of further 600 flight hours without exceeding three (3) months after the inspection date, whichever occurs later, with new links P/N 90-100200-104-1 and 90-100200-104-2. 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 7/11 of SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2), replace both backrest links of affected seat, before further flight with new links P/N 90-100200-104-1 and 90-100200-104-2. 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 seat manufacturing date of more than four years old on the effective date of this AD, repeat visual inspection as per Part 1 of SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2:

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, until the occurrence of link replacement with new links P/N 90-100200-104-1 and 90-100200-104-2.

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 7/11 of SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2), replace both backrest links of affected seat, before accumulation of further 600 flight hours without exceeding three (3) months after the inspection date, whichever occurs later, with new links P/N 90-100200-104-1 and 90-100200-104-2. 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 7/11 of SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2), replace both backrest links of affected seat, before further flight with new links P/N 90-100200-104-1 and 90-100200-104-2. Backrest link replacement procedure is described in the paragraph 33 of this AD.

3.3. Link replacement

3.3.1. Backrest links P/N 90-000200-104-1 and 90-000200-104-2 must be replaced, with new links P/N 90-100200-104-1 and 90-100200-104-2, before 12,000 flight hours since new or since last backrest link installation, or before four 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 back rest 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 (P/N 90-100200-104-1 and 90-100200-104-2).

3.3.3. Replacement instructions of P/N 90-000200-104-1 and 90-000200-104-2 backrest links, with new backrest links P/N 90-100200-104-1 and 90-100200-104-2 are given in Part 2 of Service Bulletin SICMA AERO SEAT 90-25-013 Revision 2.

REF.: SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2 dated October 03, 2001
(or further approved revisions).

EFFECTIVE DATE: DECEMBER 22, 2001