 <b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	<b>AIRWORTHINESS DIRECTIVE</b>  <b>No F-2005-038</b>	Distribution:  <b>B</b>	Issue date:  <b>March 02, 2005</b>	Page :  <b>1/2</b>
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
<b>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</b>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A310 and A300-600 aircraft</b>		
Type certificate(s) No. <b>72</b> TCDS No <b>145</b>				
ATA chapter:  <b>25</b>	Subject: <b>Equipment/Furnishings - SOGERMA pilot and co-pilot seats</b>			

## 1. **EFFECTIVITY:**

AIRBUS A310-300 and A300-600 aircraft, all certified models and all serial numbers, equipped with following SOGERMA powered seats:

- pilot seats PN TAAI2-13PE00-01, TAAI2-13PE01-01 and
- co-pilot seats PN TAAI2-13CE00-01, TAAI2-13CE01-01,

on which MESSIER BUGATTI (LABINAL) actuators PN 4136290004 or 4136290005 are installed.

**Spares:** The operator is responsible for ensuring when a pilot or co-pilot seat is replaced that the requirements of this Airworthiness Directive (AD) are taken into consideration.


## 2. **REASONS:**

During the overhaul of certain seats, repair stations found abnormal wear of the gear at rotor shaft end on certain actuators.

This wear could have repercussions on the kinematics of the seat control system and lead to unwanted horizontal movements of the seats 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.

Further to this, it was demonstrated that a batch of actuators were equipped with rotor shafts the hardness characteristics of which were not in compliance with the definition.

The aim of this AD is to identify and replace the critical actuators.

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-038</b>	Distribution: <b>B</b>	Issue date: <b>March 02, 2005</b>	Page: <b>2/2</b>
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### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD unless already accomplished:

3.1. Within 600 flight hours or 30 days following the effective date of this AD, whichever occurs first, identify the PN' s of the pilot and co-pilot seats and those of the actuators in accordance with the instructions of AIRBUS Service Bulletin (SB) A310-25-2182 or A300-25-6194.

3.2. If the PN of a seat recorded corresponds to a PN of the seats concerned by this AD as given in the "effectivity" paragraph, continue the inspection in accordance with instructions of SB A310-25-2182 or A300-25-6194 and record the PN' s of the actuators installed on these seats.

**Note:** No further action is required for pilot and co-pilot seats when their identified PN' s are not concerned.

3.3. Actuators installed on aircraft with PN 4136290004 or 4136290005 must be removed and replaced by actuators PN 4136290006, 4136290007 or 4136290008 at latest within 6 months following the effective date of this AD in accordance with instructions of AIRBUS Service Bulletin (SB) A310-25-2182 or A300-25-6194.

**Note:** No further action is required for pilot and co-pilot seats when the PNs of the actuators recorded are not concerned.

### 4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletin A310-25-2182  
AIRBUS Service Bulletin A300-25-6194  
Any later approved revision of these SBs is acceptable.

### 5. EFFECTIVE DATE:

March 12, 2005.

### 6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - Bureau de Certification EAW - Fax: 33 5 61 93 45 80.

### 7. APPROVAL:

This AD is approved under EASA reference No 2005-1911 dated February 22, 2005.