


EASA	AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No.: 2006 - 0264</p> <p style="text-align: center;">Date: 30 August 2006</p>
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.	
<p>Type Approval Holder's Name:</p> <p>AVIOINTERIORS S.p.A.</p>	<p>Type/Model designations:</p> <p>Passengers Seats, various Part Numbers, if equipped with a Rear Fitting Assembly having Part Numbers (P/N) 311889900017, 3121994E0017, 3118899C0017, 3121994A0017, 312199400017 or 3118899A0017</p>
ETSO Approval: All affected seats were approved under Italian National regulations, which are equivalent to the present ETSO approvals.	
Foreign AD: FAA AD 2001-11-11	
Supersedure: Not applicable.	
ATA 25	Equipment & Furnishings – Passenger Seats Rear Fitting Assembly Attachment – Replacement
Manufacturer:	Aviointeriors S.p.A.
Applicability:	<p>Passenger Seats (P/N's as listed in the referenced Aviointeriors Service Bulletin) manufactured before October 19, 1998 and on which the requirements of FAA AD 2001-11-11 were not accomplished (Aviointeriors SB 181/A16-03 Rev. A, SB 153/E33-01 Rev. B, SB 11F/E32-01 Rev. A, SB 181/A16-02 Rev. B and SB 184/E23-01 Rev. A) or seats to which the original issue of Aviointeriors SB 180/A84-01 was not applied.</p> <p>The affected seats are known to be installed on, but not limited to, the following aircraft:</p> <ul style="list-style-type: none"> - Airbus A319, A320 and A321 series; - Boeing 737, 747 and 777 series; - McDonnell Douglas DC-9, DC-10 and MD90 series.
Reason:	The actions specified by this AD are intended to prevent unrestrained movement of the passenger seats during high forward deceleration of the airplane, which could result in injury to the passengers or crew members during an emergency landing.

	<p>High torque during seat installation or improper maintenance operation resulted in broken shear plunger screws and subsequent disengagement of the shear plunger from the seat track.</p> <p>The phenomenon was first observed in the late 1990's when it seemed to be limited to Boeing aircraft. For this reason, the FAA issued AD 2001-11-11, the content and terms of compliance of which are not affected by this EASA AD.</p> <p>Improved fittings were introduced in production by Aviointeriors since October 1998 and the Service Bulletin 180/A84-01 was originally issued on July 2001 to recommend the modification on in service seats.</p> <p>Three cases were recently found on Airbus aircraft. This justifies the issuance of this AD to require replacement of all the affected passenger seats' rear fitting assembly attachments.</p>
Effective Date:	13 September 2006
Compliance:	Within 18 months after the effective date of this directive, replace the existing rear fitting assembly attachment with the new improved attachment in accordance with the modification instructions defined in Aviointeriors Service Bulletin 180/A84-01 Rev.1 dated May 04, 2006.
Ref. Publications:	Aviointeriors Service Bulletin 180/A84-01 Rev. 1 or later approved revisions.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-188 for consultation on 18 July 2006 with a comment period until 8 August 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: Aviointeriors S.p.A. Engineering Product Support ; Phone: + 39 0773 689291 ; Fax: +39 0773 631546 ; E-mail : avio@aviointeriors.it