


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0038</p> <p>Date: 12 March 2012</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>SICMA AERO SEAT</p>	<p>Type/Model designation(s) :</p> <p>Passenger seat series 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, 91C9, 9301, 9501</p>	
<p>ETSO (JTSO) Authorisations: EASA 21O.251; DGAC France QAC 54010/SFACT/TC, QAC 53854/SFACT/TC, QAC 944322/SFACT/N,</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: This AD supersedes DGAC France AD 2001-605(AB), dated 12 December 2001.</p>		
ATA 25	Equipment & Furnishings – Passenger Seat Backrest Link – Inspection / Replacement	
<p>Manufacturer(s):</p>	<p>Sicma Aero Seat (part of Zodiac Aerospace)</p>	
<p>Applicability:</p>	<p>Passenger seat series 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, 91C9, 9301 and 9501, as identified in Annex 1 issue 3 of Sicma Aero Seat Service Bulletin (SB) 90-25-012 issue 6.</p> <p>The affected passenger seats are known to be installed on, but no limited to, Airbus A330, A340 and Boeing 777 aeroplanes.</p>	
<p>Reason:</p>	<p>On in-service passenger seats, some cracks were found on seat backrest link with part number (P/N) 90-000200-104-1 and 90-000200-104-2.</p> <p>These cracks could significantly affect the structural integrity of the seat backrests. Failures of the seat backrests could result in injury to passengers or crew members during an emergency landing.</p> <p>To prevent this condition, a life limit was introduced on the affected backrest links and their mandatory replacement was required by DGAC France AD 2001-605(AB).</p> <p>Since that AD was issued, the seat manufacturer introduced new seat backrest links of similar design with P/N 90-000202-104-1 and P/N 90-000202-104-2 for passenger seat series 91B7, 91B8 and 91C5.</p> <p>Further analysis showed that also the new seat backrest links are potentially affected by similar cracks to those identified on the backrest links with the previous design.</p>	

	For the reasons described above, this AD, which supersedes DGAC France AD 2001-605(AB), requires visual inspections of the seat backrest links, the accomplishment of the applicable corrective actions as well as the replacement of the backrests links before reaching their life limit.								
Effective Date:	26 March 2012								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Inspect the seat backrest links P/N 90-000200-104-1, P/N 90-000200-104-2, P/N 90-000202-104-1 and P/N 90-000202-104-2 in accordance with the accomplishment instructions of Sicma Aero Seat SB 90-25-012 issue 6 within:</p> <p>(A) 6 000 seat operating hours or 2 years, whichever occurs later, from the seat manufacturing date or from the backrest link replacement,</p> <p>or</p> <p>(B) 900 seat operating hours after the effective date of this AD, but no later than 5 months after the effective date of this AD, whichever occurs later between (A) and (B).</p> <p>Note: For the purpose of this AD, seat operating hours are considered to be equivalent to flight hours.</p> <p>(2) Depending on the results of the inspection required by paragraph (1) of this AD, do the actions required by Table 1 of this AD, within the applicable compliance time(s) indicated, in accordance with the accomplishment instructions of Sicma Aero Seat SB 90-25-012 issue 6:</p> <table border="1" data-bbox="571 1131 1449 1720"> <thead> <tr> <th data-bbox="571 1131 1008 1193">INSPECTION RESULTS</th> <th data-bbox="1008 1131 1449 1193">ACTION</th> </tr> </thead> <tbody> <tr> <td data-bbox="571 1193 1008 1350">The links are not cracked</td> <td data-bbox="1008 1193 1449 1350">Repeat the inspection at intervals not to exceed 900 seat operating hours or 5 months since the last inspection, whichever occurs later</td> </tr> <tr> <td data-bbox="571 1350 1008 1536">The link(s) has (have) crack(s) whose length does not exceed the lock-out pin-hole (see applicable figures on Sicma Aero Seat SB 90-25-012 issue 6)</td> <td data-bbox="1008 1350 1449 1536">Replace the cracked link(s) within 600 operating hours or 3 months, whichever occurs later, after crack identification</td> </tr> <tr> <td data-bbox="571 1536 1008 1720">The link(s) has (have) crack(s) whose length exceeds the lock-out pin-hole (see applicable figures on Sicma Aero Seat SB 90-25-012 issue 6)</td> <td data-bbox="1008 1536 1449 1720">Replace the cracked link(s) before the next flight</td> </tr> </tbody> </table> <p style="text-align: center;">Table 1</p> <p>(3) In any case after accomplishment of the requirements of paragraphs (1) and (2) of this AD, replace all seat backrest links P/N 90-000200-104-1, P/N 90-000200-104-2, P/N 90-000202-104-1 and P/N 90-000202-104-2 in accordance with the accomplishment instructions of Sicma Aero Seat SB 90-25-012 issue 6 within:</p> <p>(C) 12 000 seat operating hours or 4 years, whichever occurs later, from the seat manufacturing date or from the backrest link replacement,</p>	INSPECTION RESULTS	ACTION	The links are not cracked	Repeat the inspection at intervals not to exceed 900 seat operating hours or 5 months since the last inspection, whichever occurs later	The link(s) has (have) crack(s) whose length does not exceed the lock-out pin-hole (see applicable figures on Sicma Aero Seat SB 90-25-012 issue 6)	Replace the cracked link(s) within 600 operating hours or 3 months, whichever occurs later, after crack identification	The link(s) has (have) crack(s) whose length exceeds the lock-out pin-hole (see applicable figures on Sicma Aero Seat SB 90-25-012 issue 6)	Replace the cracked link(s) before the next flight
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	<p>or</p> <p>(D) 3 500 seat operating hours after the effective date of this AD, but no later than 18 months after the effective date of this AD,</p> <p>whichever occurs later between (C) and (D).</p>
Ref. Publications:	<p>Sicma Aero Seat Service Bulletin 90-25-012 issue 6, dated 25 January 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the 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. This AD was posted on 07 February 2012 as PAD 12-009 for consultation until 06 March 2012. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Sicma Aero Seat Z.I. la Limoise rue Robert Maréchal Sénior 36100 Issoudun – France Telephone: +33 (0)2 54 03 39 39 ; Fax: +33 (0)2 54 03 39 00 E-mail: guillaume.baron@zodiacaerospace.com and/or quentin.govindapoulle@zodiacaerospace.com.