
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/SEATS/17 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Seats and Berths

AD/SEATS/17 SICMA Passenger Seats - Seat Belt Attachment 12/2002 Amdt 2

Applicability: All SICMA AERO SEAT seats P/N 91xx, 93xx, 95xx, 96xx, 97xx, 98xx, 99xx, 9Axx, 9Bxx, 9Cxx listed in Annex 1 of SICMA AERO SEAT Service Bulletin (SB) 91-25-045, all serial numbers which have not incorporated terminating action in accordance with SICMA AERO SEAT SB 91-25-032 or SB 91-25-045.

Note 1: Terminating action in accordance with the SB would be recorded on the change placard.

Note 2: These seats are known to be fitted to, but not limited to, Airbus Industrie, Boeing, Fokker and Bombardier aeroplanes.

Requirement:

1. If not already accomplished in accordance with SB 91-25-032 Part 1, check tighten the affected bolt onto the seat attachment by using a torque wrench as per instructions given in Part One of SICMA AERO SEAT Service Bulletin 91-25-045.
2. If terminating action in accordance with Part 2 of SB 91-25-032 has not been recorded on the seat, modify the seats and record this terminating action on the seat placard in accordance with instructions given in Part two of SICMA AERO SEAT Service Bulletin 91-25-045.

Compliance: For Requirement 1: Within 650 flight hours after 28 November 2002 and thereafter at intervals not exceeding 650 flight hours until modified in accordance with Requirement 2.

For Requirement 2: Before 31 December 2003.

This Amendment becomes effective on 28 November 2002.

Note: DGAC AD2002-471(AB) dated 18 September 2002 refers.

Background: The French Direction Generale de L'Aviation Civile (DGAC) has advised that the seat belt attachment bolts on several aisle and window side seats have become loose and fallen out due to overtightening causing damage to the spacer.

Amendment 1 of this AD introduced more details of applicable seats and added identification to modified seats.

Seats and Berths

AD/SEATS/17 Amdt 2 (Continued)

Amendment 2 of this AD is raised to widen the applicability to ensure all seats have been modified. The technical content of the inspection and modification has not changed from the previous amendment.

The original issue of this Airworthiness Directive became effective on 5 October 2000.

Amendment 1 of this Airworthiness Directive became effective on 18 April 2002.



Steven John Swift
Delegate of the Civil Aviation Safety Authority

17 October 2002