Airworthiness Directive

AD No.: 2016-0167R1

Issued: 02 February 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	Type/Model designation(s):
ZODIAC SEATS FRANCE	CAS 536 Cabin Attendant Seats

Effective Date:	Revision 1: 02 February 2018 Original issue: 31 August 2016
ETSO Approval:	EASA.21O.10036578
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2016-0167, dated 17 August 2016.

ATA 25 – Equipment / Furnishings – Rear Cabin Attendant Seat – Inspection / Repair

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Manufacturer(s):

Zodiac Seats France (formerly Sicma Aero Seat)

Applicability:

CAS 536-series attendant seats, having Part Number (P/N) 53600, all dash numbers, all serial numbers.

These seats are known to be installed on, but not limited to, ATR-GIE Avions de Transport Régional ATR 42 and ATR 72 aeroplanes.

Reason:

Cases of corrosion and cracks were found on Zodiac Seats France CAS 536 rear cabin attendant seats installed on some ATR 42 and ATR 72 aeroplanes. The detected damage was located on the lower parts of the attendant seat, at the level of the seat-to-floor interface.

This condition, if not detected and corrected, could lead to failure of the seat occupied by the cabin attendant, possibly resulting in injury to the seat occupant.

To address this potential unsafe condition, Zodiac Seats France issued Service Bulletin (SB) No. 536-25-002 to provide inspection instructions.

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Consequently, EASA issued AD 2016-0167, requiring repetitive inspections of the affected attendant seats, and, depending on findings, accomplishment of the temporary corrective action(s).

Since that AD was issued, Zodiac Seats France developed a solution preventing this kind of damage and published SB No. 536-25-004, providing instructions for modification and re-identification of affected seats.

For the reason described above, this AD is revised to include reference to an optional terminating action. This AD also amends paragraph (1), clarifying the compliance time for the first inspection, and contains some editorial changes to meet current AD writing standards, without affecting the technical content or requirements.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspections:

(1) Within 14 months after first installation of the seat on an aeroplane, or within 3 months after 31 August 2016 [the effective date of the original issue of this AD], whichever occurs later, remove the seat from the aeroplane and accomplish a detailed visual inspection (DVI) in accordance with the instructions of Section 2, subpart B, of Zodiac Seats France SB No. 536-25-002. In case the date of first installation of a seat on an aeroplane is unknown, the date of manufacture of that seat (which can be found on the ID placard of the seat) must be used to determine when the inspection must be accomplished.

For a seat that was first installed on an aeroplane before the date of manufacture of that aeroplane (see Note 1 of this AD), the first inspection of that seat may be deferred until 14 months after the date of manufacture of that aeroplane.

Note 1: For the purpose of this AD, the date of manufacture is the issue date of the EASA Form 52, or equivalent document.

(2) Within 3 months after the inspection as required by paragraph (1) of this AD, and, thereafter, at intervals not to exceed 3 months, accomplish a DVI in accordance with the instructions of Section 2 of Zodiac Seats France SB No. 536-25-002.

Corrective Action(s):

(3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, corrosion or other damage is found, before next flight, or before (re)installation of the seat on an aeroplane, as applicable, accomplish the applicable temporary corrective actions in accordance with the instructions of Zodiac Seats France SB No. 536-25-002 Section 2 subpart B and C, or modify and re-identify (P/N change) the seat in accordance with the instructions of Zodiac Seats France SB No. 536-25-004.

Alternative Method:

(4) Temporarily stowing and securing a damaged attendant seat in retracted position to prevent occupancy, in accordance with the provisions and limitations of the applicable Master

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Minimum Equipment List item, is an acceptable alternative method to defer compliance with the requirements of paragraph (3) of this AD.

Seat Installation:

(5) From 31 August 2016 [the effective date of the original issue of this AD], it is allowed to install (see Note 2 of this AD) on any aeroplane an affected seat, having accumulated more than 14 months since first installation on an aeroplane, provided that, before (re)installation, it has passed an inspection in accordance with the instructions of Section 2, subpart B, of Zodiac Seats France SB No. 536-25-002.

Note 2: For the purpose of this AD, removal of a seat from an aeroplane and subsequent re-installation of that seat on that same aeroplane is not "(re)installation" as specified in paragraph (5) of this AD.

Terminating Action:

(6) Modification and re-identification (P/N change) of a seat in accordance with the instructions of Zodiac Seats France SB No. 536-25-004 constitute terminating action for the repetitive inspections as required by paragraph (1) and (2) of this AD for that seat.

Ref. Publications:

Zodiac Seats France SB No. 536-25-002 original issue dated 22 December 2015, or Revision 1 dated 24 June 2016, or Revision 2 dated 29 August 2016, or Revision 4 dated 30 September 2016.

Zodiac Seats France SB No. 536-25-004 original issue dated 19 October 2017.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The original issue of this AD was posted on 30 May 2016 as PAD 16-078 for consultation until 27 June 2016. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact: Zodiac Service Europe, 61, rue Pierre Curie, 78 373 Plaisir, France
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