Airworthiness Directive

AD No.: 2018-0223

Issued: 17 October 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
B/E AEROSPACE FISCHER GmbH

Type/Model designation(s):
Common Seats 170/260 H160

Effective Date: 31 October 2018

ETSO Approval(s): EASA.21O.1264

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishing – Seat Energy Absorber Assembly – Modification

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Manufacturer(s):
B/E Aerospace Fischer GmbH, formerly Fischer + Entwicklungen GmbH & Co. KG

Applicability:
Common Seats 170/260 H160, having a Part Number (P/N) and serial numbers (s/n) as identified in Annex A of the SB.

These seats are known to be installed on, but not limited to, Airbus Helicopters (formerly Airbus Helicopters Deutschland GmbH, Eurocopter Deutschland GmbH, Eurocopter España S.A.) EC135 and EC635 helicopters; Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale) AS 332 L1 and EC 225 LP.

Definitions:
For the purpose of this AD, the following definitions apply:

The SB: B/E Aerospace Fischer Service Bulletin (SB) SB0718-004 Ausgabe (Issue) A.

Reason:
During dynamic tests of the seat energy absorber, a too long stroke was identified. Analysis indicated that, when the seat is used in low height adjustment during an emergency landing, the energy absorber may not function as intended.

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This condition, if not corrected, could lead to impact on lower stop of the energy absorber stroke, possible resulting in injury to the seat occupant.

To address this unsafe condition, B/E Aerospace Fischer issued the SB, providing instructions to replace the seat energy absorber assembly and to re-identify the seat.

For the reason described above, this AD requires modification of the affected seats and reidentification.

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

Required as indicated, unless accomplished previously:

Modification:

(1) Within 12 months or 1 000 flight hours, whichever occurs first after the effective date of this AD, modify and re-identify each affected seat in accordance with the instructions of the SB.

Part(s) installation:

(2) From the effective date of this AD, it is allowed to install (see Note 1 of this AD) an affected seat on any aircraft provided, before installation, it has been modified and re-identified as required by paragraph (1) of this AD.

Note 1: For the purpose of this AD, removal of a seat from an aircraft and subsequent re-installation of that seat on that same aircraft within the same maintenance visit is not "installation" as specified in paragraph (2) of this AD.

Ref. Publications:

B/E Aerospace Fischer SB SB0718-004 Ausgabe (Issue) A dated 26 June 2018.

The use of later approved revisions of the above-mentioned document 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. This AD was posted on 14 September 2018 as PAD 18-128 for consultation until 12 October 2018. 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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

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5. For any question concerning the technical content of the requirements in this AD, please contact: B/E Aerospace Fischer GmbH, Müller-Armack-Str. 4, D-84034 Landshut, Germany Fax: +49 (0)871 93248-22, E-Mail: spares@fischer-seats.de.

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