Airworthiness Directive

AD No.: 2017-0192

Issued: 28 September 2017

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):
RECARO AIRCRAFT SEATING GMBH & CO. KG	Model 3510A and 3510D seats

Effective Date: 12 October 2017

ETSO Authorisations: EASA.21O.172 Rev. A, EASA.21O.249 Rev. A

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment & Furnishing – Passenger Seats – Modification

---

Manufacturer(s):

RECARO Aircraft Seating GmbH & Co. KG

Applicability:

Model 3510A and 3510D seats, all serial numbers, identified by Part Number (P/N) in Table 2, left hand (LH) column, or Table 3, LH column, of RECARO Service Bulletin (SB) 3510-25-609 original issue dated 20 June 2016, or RECARO SB 3510-25-752 original issue dated 20 May 2016, or RECARO SB 3510-25-753 original issue dated 23 June 2016, as applicable.

Appendix 1 of this AD shows the affected P/N groups and related SBs.

The affected seats are known to be installed on, but not limited to, Airbus A318, A319 and A320 aeroplanes.

Reason:

Analyses and test results have shown that the seat pan design of certain RECARO model 3510A and 3510D passenger seats, when installed next to a Type III over-wing emergency exit, is insufficiently stable to sustain the loads applied by a person who would use the seat as assistance means in case of an emergency evacuation. Body parts (e.g. knees and feet) could slide through and get trapped. This condition, if not corrected, could restrict or significantly delay an emergency evacuation, possibly resulting in injury to occupants.

An agency of the European Union

TE.CAP.00110-006 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

To address this potential unsafe condition, RECARO issued SB 3510-25-609, SB 3510-25-752 and SB 3510-25-753, providing modification instructions to replace the seat pan and/or pan attachment package with a new one, that has a more robust design, and to re-identify modified seats with a different P/N.

For the reasons described above, this AD requires modification of the affected seats and prohibits installation of any unmodified seat.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, an affected passenger seat is a seat having a P/N listed in Table 2, LH column, or Table 3, LH column, of RECARO SB 3510-25-609 original issue, or RECARO SB 3510-25-752 original issue, or RECARO SB 3510-25-753 original issue.

(1) Within 9 months after the effective date of this AD, modify and re-identify each affected passenger seat in accordance with the instructions of RECARO SB 3510-25-609, or SB 3510-25-752, or SB 3510-25-753, as applicable.

(2) Do not install (see Note 2 of this AD) an affected passenger seat on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable:

(2.1) For an aeroplane that, on the effective date of this AD, has an affected seat installed: After modification of that aeroplane as required by paragraph (1) of this AD.

(2.2) For an aeroplane that, on the effective date of this AD, does not have an affected seat installed: From the effective date of this AD.

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 “installation” as specified in paragraph (2) of this AD.

Ref. Publications:

RECARO SB 3510-25-609 original issue dated 20 June 2016.

RECARO SB 3510-25-752 original issue dated 20 May 2016.

RECARO SB 3510-25-753 original issue dated 23 June 2016.

The use of later approved revisions of these 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.

TE.CAP.00110-006 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

2. This AD was posted on 23 October 2014 as PAD 14-155 for consultation until 20 November 2014, republished on 17 November 2014 as PAD 14-155R1 for additional consultation until 01 December 2014, republished on 08 August 2017 as PAD 14-155R2 for additional consultation until 05 September 2017. No comments on PAD 14-155R2 were received during the consultation period.

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

4. For any question concerning the technical content of the requirements in this AD, please contact: RECARO Aircraft Seating GmbH & Co. KG, Daimlerstrasse 21, 74523 Schwäbisch Hall, Germany, e-mail: technical.support@recaro-as.com.

An agency of the European Union

TE.CAP.00110-006 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Appendix 1 – Affected RECARO Seat P/Ns and related Service Bulletin

Affected Seat Part Number	Related RECARO SB
3510A377-xx-xxx 3510A381-xx-xxx	3510-25-752
3510A383-xx-xxx 3510A384-xx-xxx 3510D389-xx-xxx 3510A390-xx-xxx 3510A392-xx-xxx 3510A527-xx-xxx 3510A537-xx-xxx 3510D592-xx-xxx 3510A911-xx-xxx 3510A942-xx-xxx	3510-25-609
3510D330-xx-xxx 3510D347-xx-xxx 3510A349-xx-xxx 3510A364-xx-xxx 3510A549-xx-xxx	3510-25-753

Note: The ‘xx-xxx’ in the P/N listed above can represent any numerical combination.

An agency of the European Union

TE.CAP.00110-006 © European Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.