

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-093/2002

Datum vydání: 03. října 2002

LETADLOVÉ ZAŘÍZENÍ - SEDADLA CESTUJÍCÍCH (ATA 25) - KONTROLA

Týká se: sedadel cestujících vyrobených firmou SICMA AERO SEAT, katalogových čísel (P/N) 91xx, 93xx, 95xx, 96xx, 97xx, 98xx, 99xx, 9Axx, 9Bxx, 9Cxx uvedených v "Annex 1 SICMA AERO SEAT Service Bulletin (SB)" 91-25-045, všech výrobních čísel, u kterých nebyl proveden SICMA AERO SEAT SB 91-25-032 nebo 91-25-045.

Tato sedadla jsou instalována na letadlech Airbus, ATR, Boeing, Boeing (dříve McDonnell Douglas), Fokker, Let, Bombardier, Tupolev, ale nejen na těchto.

Datum účinnosti: 28. listopadu 2002

Provést v termínech: Jak je popsáno v DGAC AD 2002-471(AB), od data účinnosti tohoto PZZ.

Postup provedení prací: Dle v DGAC AD 2002-471(AB) (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Toman. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD 2002-471(AB).

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Ředitel sekce technické
Úřad pro civilní letectví

DGAC AD No.: 2002-471(AB)

SICMA AERO SEAT

Passenger seats

Modification of seat belts attachment fittings (ATA 25)

APPLICABILITY:

SICMA AERO SEAT part number (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 number for which the change placard does not mention the implementation of terminating action as defined by SICMA AERO SEAT SB 91-25-032 or 91-25-045.

These seats are installed on, but not limited to, the following aircraft: Airbus, ATR, Boeing, Boeing (formerly McDonnell Douglas), Fokker, Let, Bombardier, Tupolev.

REASONS:

The fixing bolt of seat belt attachment on several aisle and window side seats has become loose and later lost and so the seat belt was no more attached to the seat and therefore of no use. Airworthiness Directive (AD) 2000-214 (AB) and its revisions rendered mandatory SB 91-25-032 which introduced a technical solution to this problem.

However, the recording of the correspondent modification during the process of manufacturing new seats happened to be weak. Therefore, as the list of affected seats as indicated in annex one of SB 91-25-032 is not exhaustive, it has been decided to check the implementation of the terminating action of SB 91-25-032, and if necessary, to implement it.

Technical content of SB 91-25-045 rendered mandatory by this AD is identical to SB 91-25-032 and further approved revisions.

COMPLIANCE:

1) If not already accomplished (as per instructions given in SB 91-25-032 Part 1), within 650 flight hours following the effective date of this AD, check tightening of the affected bolt onto the seat belt attachment by using a torque wrench as per instructions given in Part 1 of SB 91-25-045.

Repeat this inspection at intervals not exceeding 650 flight hours.

2) Except if terminating action as per Part 2 of SB 91-25-032 has been recorded on the seat, before December 31, 2003, modify seats as per instructions given in Part 2 of SB 91-25-045. This application cancels the requirement of repetitive inspections as per Paragraph 1 of this AD.

Record this terminating action as per SB 91-25-045 on the correspondent placard.

REF.: SICMA AERO SEAT Service Bulletin 91-25-032 and further approved revisions
SICMA AERO SEAT Service Bulletin 91-25-045
Airworthiness Directive 2000-214(AB) and further revisions.

EFFECTIVE DATE: SEPTEMBER 28, 2002