

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-052 KONTROLL/MODIFIKASJON AV STOLSKINNEFESTE

Påbudet gjelder:

Sicma Aero Seat passasjerstoler utstyrt med Sicma P/N 90-000120-790-0 bakre stolskinnefeste. Påbudet gjelder følgende stoler:

P/N	4201-serien	4203-serien	
	4204-serien	4205-serien	
P/N	5505-serien	5006-serien	
	5010-serien	5011-serien	
	5014-serien		
P/N	6343-serien	6347-serien	
P/N	6503-serien	6506-serien	6514-serien
	6518-serien	6523-serien	6525-serien
	6526-serien	6528-serien	6529-serien
	6531-serien	6532-serien	6534-serien
	6535-serien	6536-serien	6538-serien
	6541-serien	6542-serien	
P/N	7147-serien	7158-serien	
	7809-serien		
P/N	8301-serien	8302-serien	
	8503-serien	8504-serien	8506-serien
P/N	9007-serien	9011-serien	9012-serien
	9018-serien	9019-serien	9032-serien
P/N	9101-serien	9102-serien	9103-serien
	9105-serien	9106-serien	9108-serien
	9109-serien	9111-serien	9114-serien
	9118-serien	9119-serien	9121-serien
	9128-serien	9133-serien	9134-serien
	9135-serien	9136-serien	9139-serien
	9140-serien	9141-serien	9143-serien

01.09.94

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at www.faa.gov/aircraft/safety/alerts/

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2005-25-08 SHADIN: Amendment 39-14401; Docket No. FAA-2005-21787; Directorate Identifier 2005-CE-34-AD.

When Does This AD Become Effective?

- (a) This AD becomes effective on January 23, 2006.

What Other ADs Are Affected By This Action?

- (b) None.

What Airplanes Are Affected By This AD?

(c) This AD affects Shadin ADC-2000 air data computers (ADC), part numbers (P/N) 962830A-1-S-8, 962830A-2-S-8, 962830A-3-S-8, configurations B, C, and D, that are installed in, but not limited to, the following aircraft (all serial numbers), and are certificated in any category:

Manufacturer	Model
Alliance Aircraft Group, LLC.	H-250
B-N Group Ltd	BN2A
Bombardier Inc	DHC-3, DHC-6
Cessna Aircraft Company.	172, 180, 180E, 185, 206, 206E, 206F, 206G 208, 210L, 310
deHavilland Inc	DHC-2
The New Piper Aircraft, Inc.	PA-28-180, PA-28-181, PA-31-350, PA-32-300, PA-32-301, PA-32R-300, PA-34-200T

What is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports that certain ADC-2000 units display incorrect altitude information on the Electronic Flight Information System (EFIS) to the pilot. The actions specified in this AD are to prevent ADC-2000 units, P/Ns 962830A-1-S-8, 962830A-2-S-8, and 962830A-3-S-8, configurations B, C, and D, from displaying incorrect altitude information. This could cause the flight crew to react to this incorrect flight information and possibly result in an unsafe operating condition.

What Must I do to Address This Problem?

- (e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) To ensure the air data computer (ADC) and the Electronic Flight Information System (EFIS) altimetry accuracy, do the normal preflight check. If the altitudes, altimeter, and elevation differ by more than 75 feet, do not fly the airplane in Instrument Meteorological Conditions (IMC)/Instrument Flight Rules (IFR).	Within the next 25 hours time-in-service (TIS) after January 23, 2006 (the effective date of this AD) and thereafter before each flight until the ADC is upgraded as specified in paragraph (e)(2) of this AD.	Follow the Interim Procedures contained in Shadin Service Bulletin SB28-05-002, Rev C, dated June 29, 2005. The owner/operator holding at least a private pilot certificate may do the check specified in paragraph (e)(1) of this AD. Make an entry into the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).
(2) Return all Shadin ADC-2000s, part numbers 962830A-1-S-8, 962830A-2-S-8, 962830A-3-S-8, Configurations B, C, and D, to the Shadin Repair Facility for upgrade. Contact the Shadin Technical Support department for a Return Merchandise Authorization (RMA) number. Until the ADC-2000 is modified, returned, and reinstalled, only fly the airplane if equipment requirements for that airplane are still met.	Within the next 15 months after January 23, 2006 (the effective date of this AD).	Follow Shadin Service Bulletin SB28-05-002, Rev C, dated June 29, 2005.
(3) Do not install any Shadin ADC-2000, part number 962830A-1-S-8, 962830A-2-S-8, or 962830A-3-S-8, Configurations B, C, and D, unless it has been upgraded as specified in paragraph (e)(2) of this AD.	As of January 23, 2006 (the effective date of this AD).	Not applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Chicago Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Jeffrey Kuen, Aerospace Engineer, Chicago ACO, FAA, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; telephone: (847) 294-7125; facsimile: (847) 294-7834; e-mail address: jeffrey.kuen@faa.gov.

Does This AD Incorporate Any Material By Reference?

(g) You must do the actions required by this AD following the instructions in Shadin Service Bulletin SB28-05-002, Rev C, dated June 29, 2005. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Shadin, 6831 Oxford Street, St. Louis Park, Minnesota 55426-4412; telephone: (800) 388-2849 or (952) 927-6500; facsimile: (952) 924-1111; e-mail: <http://www.shadin.com>. To review copies of this service information, go to the National

Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2005-21787; Directorate Identifier 2005-CE-34-AD.

Issued in Kansas City, Missouri, on November 30, 2005.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-23771 Filed 12-9-05; 8:45 am]

BILLING CODE 4910-13-P

Note:

The reinforced elevator bracket, manufactured according to drawing No. 205-33-9 (modification 2) or the additional metal strips with welding wire 1.7734.2 may be obtained from:

Hansjörg Streifeneder,
Glasfaser-Flugzeug-Service GmbH,
Hofener Weg,
72582 Grabenstetten,
G E R M A N Y

EASA-Approval

Approved by the European Aviation Safety Agency (EASA) under approval no. 2005-6429 on 05 December 2005.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

SICMA - 2

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

97-056 UTFØRELSE AV SICMA SERVICE BULLETIN

Påbudet gjelder:

SICMA AERO SEAT, som beskrevet i vedlagte kopi av DGAC AD 97-134(AB).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 97-134(AB).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 97-134(AB), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 97-134(AB).

Gyldighetsdato:

01.08.97

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive

Translation of 'Consigne de Navigabilité'

ref.: 97-134(AB)

In case of any difficulty, reference should be made to the French original issue.

SICMA AERO SEAT

Passenger seats

Leg collars

1) Involved parts

This Airworthiness Directive is applicable to all SICMA AERO SEAT seats whose P/N and S/N are shown in the following table and which are equipped with leg collars P N 95-000100-008-0 :

SEAT P/N	SEAT S/N	SEAT P/N	SEAT S/N	SEAT P/N	SEAT S/N
5036211-01	7 & 8	91A1300-02	2	9612201-14	1
5036201-02	7 & 8	91A1310-03	7 & 8	9612210-31	1
5036211-03	4	91A1300-04	8 & 9	9612200-32	1
5036201-04	4	91A1310-05	3	5038211-01	69 to 81
5036241-05	10 to 12	91A1300-06	3	5038201-02	70 to 82
6573211-01	7 & 8	91A1310-07	2	5038241-03	79 to 85
6573201-02	7 & 8	91A1300-08	2	5038211-07	1
6573211-03	17 to 20	91A1310-09	2	5038201-08	1
6573201-04	17 to 20	91A1310-11	2	5044211-01	13
6573211-05	4	9611210-01	11 to 20	5044201-02	13
6573201-06	4	9611200-02	9 to 16	5044241-03	13
6573341-07	7 & 8	9611211-03	2	6573211-11	2
9184210-15	9 & 10	9611201-04	2	6573211-12	2
9184200-16	9 & 10	9611200-06	2	5673211-13	2
9184210-17	5	9611210-11	2	5673211-14	2
9184200-18	5	9611200-16	2	5673211-15	2
9184440-20	96 to 124	9612210-21	1 to 16	5673211-16	2
9184440-21	9 to 10	9612200-22	1 to 15		
91A1310-01	2	9612211-13	1		

.../...

June 18, 1997

SICMA AERO SEAT
Passenger seats

97-134(AB)

Bilag til LDP 97-056

2) Reason for the Airworthiness Directive

Avoid any risk of structural weakness due to a temporary change of a surface protection.

3) Action and limit of completion

Replace the leg collars as described in the Service Bulletin SICMA AERO SEAT N° 95-25-003 before July 31, 1997.

Ref. : Service Bulletin SICMA AERO SEAT
N° 95-25-003

EFFECTIVE DATE : JUNE 28, 1997

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

SICMA - 3

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-096 UTFØRELSE AV SICMA SERVICE BULLETIN

Påbudet gjelder:

SICMA AERO SEAT, som beskrevet i vedlagte kopi av DGAC AD 98-341(B) R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 98-341(B) R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 98-341(B) R1, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 98-341(B) R1.

Gyldighetsdato:

1998-11-01.

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 98-341(B) R1
In case of any difficulty, reference should be made to the French original issue.

SICMA AERO SEAT

Cabin attendant seats

Installation of protection plates

1. APPLICABILITY

This Airworthiness Directive applies to SICMA AERO SEAT cabin attendant seats series :

150 - 151 - 160 - 161

all part numbers, all serial numbers.

These attendant seats can be found on AIRBUS INDUSTRIE A319; A320; A321 series aircraft, but not limited to.

2. REASONS

The bottom seat mechanism of the seat has a gap where children can have fingers trapped and injured while trying to unfold the seat.

The aim of this Airworthiness Directive is to render mandatory the installation of plates concealing this gap and thus avoid contact with the bottom folding mechanism.

Revision 1 of this Airworthiness Directive deletes the reference to modification AIRBUS INDUSTRIE 27573 in the note.

3. COMPLIANCE

Before February 1st, 1999, install on each affected cabin attendant seat two protection fairings P/N 160100-49 as per instruction given in paragraph 2 of SICMA AEROSEAT :

- Service Bulletin 150-25-026 or
- Service Bulletin 151-25-027 or
- Service Bulletin 151-25-032 or
- Service Bulletin 160-25-028 or
- Service Bulletin 161-25-029.

and replace the existing identification placard with a new one as per instructions given in paragraph 3 of the applicable service bulletin.

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September 23, 1998

SICMA AERO SEAT
Cabin attendant seats

98-341(B) R1

Note : Alternative means of compliance

For AIRBUS INDUSTRIE aircraft A319, A320, A321 aircraft, accomplishment of AIRBUS INDUSTRIE Service Bulletin A320-25-1208 is accepted as an alternative means of compliance to this Airworthiness Directive.

4. REFERENCES

SICMA AERO SEAT Service Bulletin 150-25-026,
SICMA AERO SEAT Service Bulletin 151-25-027,
SICMA AERO SEAT Service Bulletin 151-25-032,
SICMA AERO SEAT Service Bulletin 160-25-028,
SICMA AERO SEAT Service Bulletin 161-25-029.
AIRBUS INDUSTRIE Service Bulletin A320-25-1208.

This Revision 1 replaces original issue of AD 98-341(B) dated August 26, 1998.

EFFECTIVE DATES :

Original AD : SEPTEMBER 05, 1998
Revision 1 : OCTOBER 03, 1998

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR
SICMA - 4

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-022 **INSTALLASJON AV BESKYTTELSESPLATER I KABIN ATTENDANT SETER**

Påbudet gjelder:

SICMA AERO SEAT, som beskrevet i vedlagte kopi av DGAC AD 1999-004(AB).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1999-004(AB).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1999-004(AB), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 1999-004(AB).

Gyldighetsdato:

1999-03-01.

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 99-004(AB)
In case of any difficulty, reference should be made to the French original issue.

SICMA AERO SEAT

Cabin attendant seats (Formerly FARNER)

Installation of protection plates (ATA 25)

1. APPLICABILITY

This Airworthiness Directive applies to FARNER cabin attendant seats series 150 type WN and 151 type FN, all part numbers, all serial numbers.

These seats are identical to 150 and 151 series SICMA seats subject of Airworthiness Directive 98-341(B) R1. They are labelled with a manufacturer placard FARNER, as initially the two manufacturers SICMA and FARNER were making identical products. As FARNER stopped its production, airworthiness follow up is to this day performed by SICMA AERO SEAT.

These attendant seats can be found on AIRBUS INDUSTRIE A320 series aircraft, but not limited to.

2. REASONS

The bottom seat mechanism of the seat has a gap where children can have fingers trapped and injured while trying to unfold the seat.

The aim of this Airworthiness Directive is to render mandatory the installation of plates concealing this gap and thus avoid contact with the bottom folding mechanism.

3. COMPLIANCE

Before March 31, 1999, install on each affected cabin attendant seat two protection fairings P/N 160100-49 as per instruction given in paragraph 2 of SICMA AEROSEAT :

- Service Bulletin 150-25-036
- Service Bulletin 151-25-037

and replace the existing identification placard with a new one as per instructions given in paragraph 3 of the applicable service bulletin.

Note : Alternative means of compliance

For AIRBUS INDUSTRIE aircraft A320, aircraft, accomplishment of AIRBUS INDUSTRIE Service Bulletin A320-25-1208 Revision 1 is accepted as an alternative means of compliance to this Airworthiness Directive.

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.../...

January 13, 1999

SICMA AERO SEATS
Cabin attendant seats (Formerly FARNER)

1999-004(AB)

4. REFERENCES

SICMA AERO SEAT Service Bulletin 150-25-036
SICMA AERO SEAT Service Bulletin 151-25-037
AIRBUS INDUSTRIE Service Bulletin A320-25-1208 R1.

EFFECTIVE DATE : JANUARY 23, 1999

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

SICMA - 5

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-072 INSPEKSJON AV BAKRE FESTEBRACKETT

Påbudet gjelder:

SICMA AERO SEAT, som beskrevet i vedlagte kopi av DGAC AD 1994-085(AB)R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1994-085(AB)R2.

Anm.: Denne LDP erstatter og opphever LDP 94-052.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1994-085(AB)R2, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 1994-085(AB)R2.

Gyldighetsdato:

1999-09-01.

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1994-085(AB) R2
In case of any difficulty, reference should be made to the French original issue.

SICMA AERO SEAT

Passenger seats

Aft track fittings (ATA 25)

The present Airworthiness Directive applies to all SICMA AERO SEAT passenger seats equipped with SICMA aft track fittings P/N 90-000120-790-0, to be mounted on aircraft seat track.

The following part number seats are among concerned seats :

P/N	4201-series 4204-series	4203-series 4205-series	
P/N	5505-series 5010-series 5014-series	5006-series 5011-series	
P/N	6343-series	6347-series	
P/N	6503-series 6518-series 6526-series 6531-series 6535-series 6541-series	6506-series 6523-series 6528-series 6532-series 6536-series 6542-series	6514-series 6525-series 6529-series 6534-series 6538-series
P/N	7147-series 7809-series	7158-series	
P/N	8301-series 8503-series	8302-series 8504-series	8506-series
P/N	9007-series 9018-series	9011-series 9019-series	9012-series 9032-series
P/N	9101-series 9105-series 9109-series 9118-series 9128-series 9135-series 9140-series 9144-series 9160-series	9102-series 9106-series 9111-series 9119-series 9133-series 9136-series 9141-series 9156-series 9162-series	9103-series 9108-series 9114-series 9121-series 9134-series 9139-series 9143-series 9157-series 9165-series
P/N	9202-series 9210-series	9206-series 9211-series	

July 13, 1999

SICMA AERO SEAT
Passenger seats

1994-085(AB) R2

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The detailed P/N list of concerned seats is given by annex 1 of Service Bulletin SICMA AERO SEAT 90-25-005R1 (or any further approved revision).

As some cases of aft track fitting P/N 90-000120-790-0 becoming loose have been noticed in service, the following instructions are rendered mandatory at the effective date of the present Airworthiness.

1. a) Before accomplishment of 600 flight hours after 23 April 1994 and then at intervals not to exceed 600 flight hours check the locking of the aft track fittings P/N 90-000120-790-0 by following the instructions given in SICMA AERO SEAT Alert Service Bulletin A 90-25-002 Revision A dated February 04, 1993.
- b) Before September 30, 1994, modify the aft track fitting P/N 90-000120-790-0 by accomplishment of technical instructions given by the SICMA AERO SEAT Service Bulletin : 90-25-005 R1 (or any further approved revision).

Stamp accomplishment of modification on identification plate of the seats (ref. to pages 4 and 7 of Service Bulletin).

- c) After September 30, 1994, non modified aft track fittings as spares is no more allowed.

Note 1 : After modification of aft track fitting P/N 90-000120-790-0 becomes P/N 90-000123-790-0.

Note 2 : Accomplishment of one of the following SICMA AERO SEAT Service Bulletins :

42-25-001	50-25-001	63-25-004	65-25-001
71-25-012	78-25-001	85-25-001	91-25-001
83-25-001	92-25-001	93-25-001	90-25-004

is equivalent to accomplishment of Service Bulletin SICMA AERO SEAT 90-25-005R1. These Service Bulletins have the same technical instructions. The only differences are serial numbers of seats and associated operators.

- 2) As per revision 2 of Service Bulletin SICMA AERO SEAT 90-25-005, tab locks P/N 00-4399 must be discarded after each seat removal. New ones must be installed at each new seat installation.
- 3) Accomplishment of service bulletin SICMA AERO SEAT 90-25-009 is an alternative mean of compliance to this airworthiness directive. Tab locks P/N 00-4399 are not used when accomplishing service bulletin SICMA AERO SEAT 90-25-009. Therefore, in this case, paragraph 2 of this Airworthiness Directive is not applicable.

REF. : Alert Service Bulletin SICMA AERO SEAT A90-25-002

Rev. A dated February 04, 1993.

Service Bulletin SICMA AERO SEAT 90-25-005R1 and its annex

Service Bulletins SICMA AERO SEAT 42-25-001, 50-25-001, 63-25-004, 65-25-001, 71-25-012, 78-25-001, 85-25-001, 91-25-001, 83-25-001, 92-25-001, 90-25-004, 90-25-009.

The present Revision 2 replaces AD 94-085(B) R1 dated June 22, 1994.

EFFECTIVE DATES :

Original issue : APRIL 23, 1994
 Revision 1 : JULY 02, 1994
 Revision 2 : JULY 23, 1999

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e-post: postmottak@caa.dep.no

TILBEHØR

LUFTDYKTIGHETSPÅBUD (LDP)

SICMA - 6

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

2000-013 KONTROLL/UTSKIFTING AV ELEKTRISKE KABLER I ARMLENE

Påbudet gjelder:

SICMA AERO SEAT, som beskrevet i vedlagte kopi av DGAC AD 2000-105(AB).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2000-105(AB)..

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2000-105(AB).., med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2000-105(AB)..

Gyldighetsdato:

2000-03-18.

CANCELLED

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-105(AB)
In case of any difficulty, reference should be made to the French original issue.

SICMA AERO SEAT

Passenger seats 9801 series equipments

IFE electric harness protection under central foldable armrest (ATA 25)

APPLICABILITY

This Airworthiness Directive (AD) applies to SICMA AERO SEAT seats here under listed:

9801200-02 (S/N 1 thru 121),	9801220-28 (S/N 1 thru 129),	9802210-01 (S/N 1 thru 36),
9801200-04 (S/N 1 thru 9),	9801220-30 (S/N 1 thru 9),	9802210-03 (S/N 1 thru 4),
9801200-06 (S/N 1 thru 9),	9801220-32 (S/N 1 thru 9),	9802210-05 (S/N 1 thru 12),
9801200-08 (S/N 1 thru 17),	9801220-44 (S/N 1 thru 9),	9802210-07 (S/N 1 thru 8),
9801200-10 (S/N 1 thru 9),	9801230-27 (S/N 1 thru 129),	9802210-09 (S/N 1 thru 4),
9801200-12 (S/N 1 thru 9),	9801230-29 (S/N 1 thru 9),	9802210-11 (S/N 1 thru 8),
9801200-14 (S/N 1 thru 9)	9801230-31 (S/N 1 thru 9),	9802210-13 (S/N 1 thru 4),
9801200-34 (S/N 1 thru 16),	9801230-43 (S/N 1 thru 9),	9802220-22 (S/N 1 thru 52),
9801200-42 (S/N 1 thru 9),	9801340-21 (S/N 1 thru 25),	9802220-26 (S/N 1 thru 4),
9801210-01 (S/N 1 thru 97),	9801340-22 (S/N 1 thru 9),	9802220-28 (S/N 1 thru 4),
9801210-03 (S/N 1 thru 9),	9802200-02 (S/N 1 thru 36),	9802230-21 (S/N 1 thru 52),
9801210-07 (S/N 1 thru 17),	9802200-04 (S/N 1 thru 4),	9802230-23 (S/N 1 thru 4),
9801210-09 (S/N 1 thru 9),	9802200-06 (S/N 1 thru 12),	9802230-25 (S/N 1 thru 4),
9801210-11 (S/N 1 thru 9),	9802200-08 (S/N 1 thru 8),	9802230-27 (S/N 1 thru 4),
9801210-13 (S/N 1 thru 9)	9802200-10 (S/N 1 thru 4),	9802340-19 (S/N 1 thru 8),
9801210-15 (S/N 1 thru 9),	9802200-12 (S/N 1 thru 8),	9802340-20 (S/N 1 thru 4).
9801210-33 (S/N 1 thru 17),	9802200-14 (S/N 1 thru 4),	
9801210-35 (S/N 1 thru 33),		
9801210-41 (S/N 1 thru 9),		

These seats can be found on AIRBUS INDUSTRIE aircraft A330/A340, but not only.

REASON

During manufacturing of the seat, a poor routing of electrical wires in the foldable central armrest has resulted to damage of some of these wires originating at the level of the articulation (swivel) a situation that would lead to a risk of short circuit.

.../...

February 23, 2000

SICMA AERO SEAT
Passenger seats 9801 series equipment

2000-105(AB)

ACTION

Upon the effective date of this AD, perform every week a visual inspection of electrical wires at the level of the swivel part of the foldable central armrest of the affected seats on which SICMA AERO SEAT Service Bulletin (SB) 98-25-008 has not been embodied.

Should an electrical wire be found damaged either it must be replaced before further flight, or the IFE of this seat must be deactivated.

Accomplishment of SICMA AERO SEAT Service Bulletin 98-25-008 cancels the requirement of this weekly inspection.

Note: SICMA AERO SEAT Service Bulletin 98-25-008 introduces a temporary solution which allows a current use of IFE, without weekly inspection.

SICMA AERO SEAT is currently working on a final solution which will be the subject of an other Service Bulletin. This will also be made mandatory.

REF. : SICMA AERO SEAT Service Bulletin 98-25-008.

EFFECTIVE DATE : MARCH 04, 2000

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TILBEHØR

LUFTDYKTIGHETSPÅBUD (LDP)

SICMA - 7

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-052B KONTROLL AV SETEBELTETS FESTEBOLT

Påbudet gjelder:

SICMA AERO SEAT, alle partnr. som beskrevet i vedlagte kopi av DGAC AD 2000-214(AB)R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2000-214(AB)R2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2000-214(AB)R2, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2000-214(AB)R2.

Gyldighetsdato:

2002-03-13.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-214(AB) R2
In case of any difficulty, reference should be made to the French original issue.

SICMA AERO SEAT

Equipment: passenger seats

Seat belt attachment fitting (ATA 25)

APPLICABILITY:

SICMA AERO SEAT seats P/N 91xx, 93xx, 95xx, 96xx, 97xx, 98xx, 99xx, 9Axx, 9Bxx, 9Cxx equipped with seat belt shackle P/N 95-000500-350-0, 95-000501-350-0, 95-000505-350-0, 61-000502-300-0 or 75-000500-500-0 manufactured before May 31, 2000.

Date of manufacture can be found on placard P/N 00-5007.

An indicative P/N list is given by Annex 1 to Service Bulletin SICMA AERO SEAT 91-25-032 Revision 2. This list was updated on July 15, 2000.

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

Seats which have already been modified as per original issue or Revision 1 of Service Bulletin SICMA AEROSEAT 91-25-032 are not affected by Revision 2 of this Airworthiness Directive.

REASON:

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.

Revision 1 of this Airworthiness Directive introduced precision on the list of affected seats.

Revision 2 of this Airworthiness Directive cancels seats in Applicability paragraph.

COMPLIANCE:

1. Seats manufactured between March 01, 2000 and May 31, 2000.

These seats have been modified while being manufactured by SICMA. However, indication of this modification has not been recorded on the seat itself.

On these seats, before December 31, 2003, stick a placard P/N 00-5179, and record on it application of Service Bulletin 91-25-032.

.../...

March 06, 2002

SICMA AERO SEAT
Equipment: passenger seats

2000-214(AB) R2

2. Seats manufactured before March 01, 2000.

2.1. Upon effective date of this Airworthiness Directive, if not already accomplished, within 650 flight hours check tightening of the affected bolt onto the seat belt attachment by using a torque wrench as per instructions given in Part 1 of SICMA AERO SEAT Service Bulletin 91-25-032, Revision 2.

2.2. Repeat this inspection at intervals not exceeding 650 flight hours.

2.3. Before December 31, 2003 modify seats as per instructions given in Part 2 of SICMA AERO SEAT Service Bulletin 91-25-032 Revision 2. This application cancels requirement of repetitive inspections as per paragraph 2.2. above mentioned.

REF.: SICMA AERO SEAT Service Bulletin 91-25-032 Revision 2 dated July 06, 2000
(or further approved revisions).

This Revision 2 replaces AD 2000-214(AB) R1 dated September 20, 2000.

EFFECTIVE DATES :

Original AD : JUNE 10, 2000
Revision 1 : SEPTEMBER 30, 2000
Revision 2 : MARCH 16, 2002

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

SICMA - 8

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-006 KONTROLL AV PASSASJERSÆTER

Påbudet gjelder:

SICMA AERO SEAT, alle som er beskrevet i vedlagte kopi av DGAC AD 2001-605(AB).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-605(AB).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2001-605(AB), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-605(AB).

Gyldighetsdato:

2002-01-04.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-605(AB)
In case of any difficulty, reference should be made to the French original issue.

SICMA AERO SEAT

Equipment: passenger seats

Backrest links - Life limit (16 g seats) (ATA 05, 25)

1. APPLICABILITY:

SICMA AERO SEAT passenger seats of series 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C3, 91C4, 91C5, 9301, 9501, equipped with backrest links P/N 90-000200-104-1 and P/N 90-000200-104-2. A detailed list of affected seat P/Ns is given in Annex 1, of SICMA AERO SEAT Service Bulletin 90-25-012, Revision 3.

2. REASON:

Cracks have been found on seat backrest links P/N 90-000200-104-1 and 90-000200-104-2. These cracks can significantly affect the structural integrity of seat backrests. Therefore a life limit is introduced on the links. On 9g seats also affected by this problem, stronger unlimited life links have been developed and their installation has been rendered mandatory. However, on 16g seats the affected links have a direct influence on certification dynamic tests and cannot be replaced by similar stronger links without performing again all dynamic tests for each seat part number.

3. COMPLIANCE:

The following measures are rendered mandatory on the effective date of this Airworthiness Directive (AD), unless already accomplished:

- initial visual inspection for every applicable seats,
- routine visual inspection must be performed for applicable seats having more than 12000 flight hours or more than four years since new on the effective date of this AD, until the occurrence of link replacement,
- link replacement.

3.1. Initial visual inspection

Initial visual inspection of these backrest links must be performed as per Part 1 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3:

- before 6,000 flight hours since new or since last backrest link installation, or before two years from seat manufacturing date or from last backrest link installation date, whichever occurs later, or
- within the next 900 flight hours or before five (5) months from the effective date of this Airworthiness Directive, whichever occurs later.

.../...

December 12, 2001

SICMA AERO SEAT
Equipment: passenger seats

2001-605(AB)

If no crack is found, replace the links as described in the paragraph 3.3 of this AD.

If a crack is found between the side of the backrest link and the lock out pin hole, but does not pass this lock out pin hole (see Figure 2, page 7/10 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3), replace both backrest links of affected seat, before accumulation of further 600 flight hours, without exceeding three (3) months, after the inspection date, with new links of same part number (P/N 90-000200-104-1 and 90-000200-104-2). Backrest link replacement procedure is described in the paragraph 3.3. of this AD.

If crack is passing beyond the lock out pin-hole (see Figure 2, page 7/10 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3), replace both backrest links of affected seat, before further flight with links of same part number (P/N 90-000200-104-1 and 90-000200-104-2). Backrest link replacement procedure is described in the paragraph 3.3. of this AD.

For affected seats having more than 12,000 flight hours or seat manufacturing date of more than four years old, on the effective date of this AD, routine visual inspection must be performed until the occurrence of link replacement, as per paragraph 3.2. of this AD.

3.2. Routine visual inspection.

For affected seats having more than 12,000 flight hours or more than four years old since seat manufacturing date, on the effective date of this AD, repeat visual inspection, until next backrest link replacement, as per Part 1 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3:

every 900 flight hours or every five (5) months whichever occurs later, without exceeding 3,500 flight hours or eighteen (18) months from the effective date of this AD.

If a crack is found between the side of the backrest link and the lock out pin hole, but does not pass this lock out pin hole (see Figure 2, page 7/10 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3), replace both backrest links of affected seat, before accumulation of further 600 flight hours, without exceeding three (3) months, after the inspection date, with new links of same part number (P/N 90-000200-104-1 and 90-000200-104-2). Backrest link replacement procedure is described in the paragraph 3.3. of this AD.

If crack is passing beyond the lock out pin-hole (see Figure 2, page 7/10 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3), replace both backrest links of affected seat, before further flight with links of same part number (P/N 90-000200-104-1 and 90-000200-104-2). Backrest link replacement procedure is described in the paragraph 3.3. of this AD.

3.3. Routine link replacement.

3.3.1. Backrest links P/N 90-000200-104-1 and 90-000200-104-2 must be replaced with new links of same part number (P/N 90-000200-104-1 and 90-000200-104-2), before 12,000 flight hours since new, or since last backrest link installation, or before four (4) years from seat manufacturing date, or from last backrest link installation date, or within the next 3,500 flight hours, or before eighteen (18) months from the effective date of this AD, whichever occurs later.

3.3.2. From the effective date of this AD, prior to reinstallation, all applicable seats having more than 12,000 flight hours since new or since last backrest link installation, or being more than four (4) years old since seat manufacturing date or since last backrest link installation date, whichever occurs later, should have their backrest links replaced with new links of same part number (P/N 90-000200-104-1 and 90-000200-104-2).

.../...

3.3.3. Replacement instructions of P/N 90-000200-104-1 et 90-000200-104-2 backrest links, with new backrest links of same part number (P/N 90-000200-104-1 and 90-000200-104-2) are given in Part 2 of SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3.

REF.: SICMA AERO SEAT Service Bulletin 90-25-012 Revision 3
(or further approved revisions).

EFFECTIVE DATE : DECEMBER 22, 2001

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

SICMA - 9

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-007 KONTROLL AV PASSASJERSETER

Påbudet gjelder:

SICMA AERO SEAT, alle som er beskrevet i vedlagte kopi av DGAC AD 2001-613(AB).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-613(AB).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2001-613(AB), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-613(AB).

Gyldighetsdato:

2002-01-04.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-613(AB)
In case of any difficulty, reference should be made to the French original issue.

SICMA AERO SEAT

Equipment: passenger seats

Backrest link replacement (9 g seats) (ATA 05, 25)

1. APPLICABILITY:

SICMA AERO SEAT passenger seats 88xx, 89xx, 90xx, 91xx, 92xx, 93xx, 95xx, 96xx series, equipped with backrest links P/N 90-000200-104-1 and P/N 90-000200-104-2. Passenger seats 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C3, 91C4, 91C5, 9301, 9501 series are not concerned by this Airworthiness Directive (AD). A detailed list of affected seat P/N is given in Annex 1, original issue of SICMA AEROSEAT Service Bulletin No 90-25-013, Revision 2.

Note: Seats identified by Amendment Z1 have been modified and therefore are not affected by this AD.

2. REASON:

Cracks have been found on seats backrest links P/N 90-000200-104-1 and 90-000200-104-2. These cracks can significantly affect the structural integrity of seat backrests.

3. COMPLIANCE:

The following measures are rendered mandatory on the effective date of this AD, unless already accomplished:

- Initial visual inspection for every applicable seats,
- Routine visual inspection must be performed for applicable seats having more than 12,000 flight hours or more than four years since new on the effective date of this AD, until the occurrence of link replacement,
- Link replacement.

3.1. Initial visual inspection

Initial visual inspection of these backrest links must be performed as per Part 1 of SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2:

- before 6,000 flight hours since new or since last backrest link installation, or before two years from seat manufacturing date or from last backrest link installation date, whichever occurs later, or
- within the next 900 flight hours or before five (5) months from the effective date of this AD, whichever occurs later.

.../...

December 12, 2001

SICMA AERO SEAT
Equipment: passenger seats

2001-613(AB)

If no crack is found, replace the links as described in the paragraph 3.3 of this AD.

If a crack is found between the side of the backrest link and the lock out pin hole, but does not pass this lock out pin hole (see Figure 2, page 7/11 of SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2), replace both backrest links of affected seat, before accumulation of further 600 flight hours without exceeding three (3) months after the inspection date, whichever occurs later, with new links P/N 90-100200-104-1 and 90-100200-104-2. Backrest link replacement procedure is described in the paragraph 3.3 of this AD.

If crack is passing beyond the lock out pin-hole (see Figure 2, page 7/11 of SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2), replace both backrest links of affected seat, before further flight with new links P/N 90-100200-104-1 and 90-100200-104-2. Backrest link replacement procedure is described in the paragraph 3.3 of this AD.

For affected seats having more than 12,000 flight hours or seat manufacturing date of more than four years old on the effective date of this AD, routine visual inspection must be performed until the occurrence of link replacement, as per paragraph 3.2. of this AD.

3.2. Routine visual inspection

For affected seats having more than 12,000 flight hours or seat manufacturing date of more than four years old on the effective date of this AD, repeat visual inspection as per Part 1 of SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2:

Every 900 flight hours or every five (5) months whichever occurs later, without exceeding 3,500 flight hours (or eighteen (18) months) from the effective date of this AD, until the occurrence of link replacement with new links P/N 90-100200-104-1 and 90-100200-104-2.

If a crack is found between the side of the backrest link and the lock out pin hole, but does not pass this lock out pin hole (see Figure 2, page 7/11 of SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2), replace both backrest links of affected seat, before accumulation of further 600 flight hours without exceeding three (3) months after the inspection date, whichever occurs later, with new links P/N 90-100200-104-1 and 90-100200-104-2. Backrest link replacement procedure is described in the paragraph 3.3 of this AD.

If crack is passing beyond the lock out pin-hole (see Figure 2, page 7/11 of SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2), replace both backrest links of affected seat, before further flight with new links P/N 90-100200-104-1 and 90-100200-104-2. Backrest link replacement procedure is described in the paragraph 3.3 of this AD.

3.3. Link replacement

3.3.1. Backrest links P/N 90-000200-104-1 and 90-000200-104-2 must be replaced, with new links P/N 90-100200-104-1 and 90-100200-104-2, before 12,000. flight hours since new or since last backrest link installation, or before four years from seat manufacturing date or from last backrest link installation date, or within the next 3,500 flight hours or before eighteen (18) months from the effective date of this AD, whichever occurs later.

3.3.2. From the effective date of this AD, prior to reinstallation, all applicable seats having more than 12,000 flight hours since new or since last back rest installation, or being more than four (4) years old since seat manufacturing date or since last backrest link installation date, whichever occurs later, should have their backrest links replaced with new links (P/N 90-100200-104-1 and 90-100200-104-2).

3.3.3. Replacement instructions of P/N 90-000200-104-1 et 90-000200-104-2 backrest links, with new backrest links P/N 90-100200-104-1 and 90-100200-104-2 are given in Part 2 of Service Bulletin SICMA AERO SEAT 90-25-013 Revision 2.

REF.: SICMA AERO SEAT Service Bulletin 90-25-013 Revision 2 dated October 03, 2001
(or further approved revisions).

EFFECTIVE DATE : DECEMBER 22, 2001

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

SICMA - 10

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-078 KONTROLL AV PASSASJERSETER

Påbudet gjelder:

SICMA AERO SEAT, alle som er beskrevet i vedlagte kopi av DGAC AD 2002-505(AB).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2002-505 (AB).

Anm.: Denne LDP erstatter og opphever LDP 2000-013.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2002-505 (AB), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2002-505 (AB).

Gyldighetsdato:

2002-10-18.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-505(AB)
In case of any difficulty, reference should be made to the French original issue.

SICMA AERO SEAT

Passenger seats 9801 and 9802 series

In Flight Entertainment (IFE) electric harness protection in central foldable armrest (ATA 25)

1. APPLICABILITY:

This Airworthiness Directive (AD) to SICMA AERO SEAT passenger seats of series 9801 and 9802, listed in Paragraph A "EFFECTIVITY" of SICMA AERO SEAT Service Bulletin (SB) 98-25-014 Revision 1.

These seats are installed on, but not limited to AIRBUS A330 or A340 aircraft.

2. REASONS:

During manufacturing of the seat, a poor routing of electrical wires in the foldable central armrest has resulted to damage of some of these wires originating at the level of the articulation (swivel) a situation that would lead to a risk of short circuit.

A repetitive weekly inspection has been rendered mandatory through AD 2000-105(AB) and a temporary solution has been developed through SICMA AERO SEAT SB 98-25-008 which has been rendered mandatory through AD 2000-105(AB).

Service Bulletin SICMA AERO SEAT SB 98-25-009 introduced a terminating action. However this terminating action, happened to be incomplete. Therefore technical instructions given in this SB 98-25-009 have been replaced by SICMA AERO SEAT SB 98-25-014.

Revision 1 of SICMA AERO SEAT SB 98-25-014 introduces precision in installation process, but no further evolution of the terminating action.

3. COMPLIANCE:

3.1. Upon the effective date of this AD, perform every week a visual inspection of electrical wires at the level of the swivel part of the foldable central armrest of the affected seats on which SICMA AERO SEAT SB 98-25-008 or SB 98-25-009 or SB 98-25-014 Revision 1 has not been embodied.

Should an electrical wire be found damaged either it must be replaced before further flight, or the IFE of this seat must be deactivated.

.../...

October 02, 2002

SICMA AERO SEAT
Passenger seats 9801 and 9802 series

2002-505(AB)

- 3.2. During the period before completing the terminal action as described in Paragraph 3.3. of this AD, the requirement of this weekly inspection may be cancelled by carrying out the temporary solution developed through SICMA AERO SEAT SB 98-25-008, unless already done, on the above mentioned seats on which SB 98-25-009 or SB 98-25-014 Revision 1 have not been completed.

The use of the temporary action introduced by the accomplishment of SICMA AERO SEAT SB 98-25-008 is limited to December 31, 2004 (Refer to Paragraph 3.3. of this AD).

- 3.3. Before December 31, 2004, on each seat identified in the preceding applicability provision, perform unless already done, "Part one" of "Accomplishment instructions" of SICMA AERO SEAT SB 98-25-014 Revision 1, if SICMA AERO SEAT SB 98-25-009 has not been embodied before, or "Part two" of the "Accomplishment instructions" of SICMA AERO SEAT BS 98-25-014 Revision 1, if SICMA AERO SEAT SB 98-25-009 has been embodied.

Record on placards of the concerned seats the embodiment of SICMA AERO SEAT SB 98-25-014 Revision 1 by following instructions given in Paragraph C of "Accomplishment instructions" of this SICMA AERO SEAT SB 98-25-014 Revision 1.

REF.: Service Bulletin SICMA AERO SEAT 98-25-014 Revision 1
Service Bulletin SICMA AERO SEAT 98-25-009
Service Bulletin SICMA AERO SEAT 98-25-008.

This Airworthiness Directive replaces AD 2000-105(AB) which is cancelled.

EFFECTIVE DATE : OCTOBER 12, 2002

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TILBEHØR

LUFTDYKTIGHETSPÅBUD (LDP)

SICMA - 11

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-079 KONTROLL OG MODIFIKASJON AV "CENTRAL SPREADERS"

Påbudet gjelder:

SICMA AERO SEAT, alle som er beskrevet i vedlagte kopi av DGAC AD 2002-504(AB).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2002-504 (AB).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2002-504 (AB), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2002-504 (AB).

Gyldighetsdato:

2002-10-18.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-504(AB)
In case of any difficulty, reference should be made to the French original issue.

SICMA AERO SEAT

Passenger seats

Central spreaders modification (ATA 25)

1. APPLICABILITY:

Types 90XX and 92XX SICMA AERO SEAT passenger seats part numbers, as defined in Annex 1 of SICMA AERO SEAT Service Bulletin 92-25-005 last approved revision, all serial numbers, right side only.

These seats can be found on (but not limited to) ATR 42 and ATR 72 aircraft.

Airlines names written in Annex 1 of SICMA AERO SEAT Service Bulletin 92-25-005 last approved revision are airlines to which aircraft have been delivered when new.

2. REASONS:

Cracks have been found in central spreaders P/N 92-000100-200-1 or P/N 92-000101-200-1. This may heavily affect the structural integrity of the seat.

3. COMPLIANCE:

- 1) Before accomplishment of further 500 flight hours after effective date of this Airworthiness Directive (AD), perform a visual inspection of central spreaders P/N 92-000100-200-1 or P/N 92-000101-200-1 of affected seats by following instructions given in paragraph Part One "Checking procedure" of SICMA AERO SEAT Service Bulletin 92-25-005 last approved revision.

If no crack is found, repeat this inspection at intervals not exceeding 500 flight hours.

In the following, definitions of types 1, 2, 3 of cracks are given in the chart found in due paragraph Part One "Checking procedure - Accomplishment instructions" of SICMA AERO SEAT Service Bulletin 92-25-005 last approved revision.

If a type 1 crack is found, before 6 months or before accomplishment of further 500 flight hours at the first of the two limits, after having check the crack did not turn into a type 2 or type 3 crack, install doublers P/N 00-6536, and record this modification by following instructions given paragraph Part One; B "Seat identification" of SICMA AERO SEAT Service Bulletin 92-25-005 last approved revision.

.../...

If a crack of type 2 or type 3 is found, before further flight, replace the affected central spreader by a new one of same part number, equipped with doublers P/N 00-6536.

Should a new spreader not readily available, perform a temporary repair by installing doublers P/N 00-6536. This temporary repair is limited to 500 flight hours or 6 months, at the first of the two limits. After removal of this temporary repair perform the final fix by installing a new spreader of same part number equipped with doublers P/N 00-6536, and record this modification by following instructions given paragraph Part One; B "Seat identification" of SICMA AERO SEAT Service Bulletin 92-25-005 last approved revision.

2) Terminating action

On affected seats, if not already accomplished, before December 31st, 2005, install doublers P/N 00-6536 on central spreaders. Record this modification by following instructions given paragraph Part One; B "Seat identification" of Service Bulletin SICMA AERO SEAT 92-25-005 last approved revision.

REF.: SICMA AERO SEAT Service Bulletin 92-25-005.

EFFECTIVE DATE : OCTOBER 12, 2002

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

SICMA - 12

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-080A MODIFIKASJON AV SETEBELTETS FESTEPOINT

Påbudet gjelder:

SICMA AERO SEAT, alle som er beskrevet i vedlagte kopi av DGAC AD 2002-471(AB)R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2002-471 (AB)R1.

Anm.: Denne LDP erstatter og opphever LDP 2000-052B.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2002-471 (AB)R1, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2002-471 (AB)R1.

Gyldighetsdato:

2003-01-02.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-471(AB) R1
In case of any difficulty, reference should be made to the French original issue.

SICMA AERO SEAT

Passenger seats

Modification of seat belts attachment fittings (ATA 25)

1. 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.

2. 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.

Revision 1 of this AD is to take into account the cancellation of AD 2000-214(AB).

Operators already in compliance with Paragraph 2.3. (terminating action) of AD 2000-214(AB) and this Revisions are in compliance with AD 2002-471(AB) terminating action.

3. COMPLIANCE:

3.1. 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.

.../...

- 3.2. 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.

- 3.3. If terminating action has been already recorded under AD 2000-214(AB) and this Revisions, record in files that terminating action of AD 2000-214(AB) or revisions, is an equivalent mean of performance for AD 2002-471(AB) terminating action.

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 this revisions.

This AD replaces AD 2000-214(AB) which is cancelled.
This Revision 1 replaces original AD 2002-471(AB) dated September 18, 2002.

EFFECTIVE DATES :

Original AD : SEPTEMBER 28, 2002
Revision 1 : DECEMBER 07, 2002

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