



UK Civil Aviation Authority

AIRWORTHINESS DIRECTIVE

Number: **G-2025-0002**

Issue date: 11 April 2025
[Correction: 25 April 2025]



This Airworthiness Directive (AD) is issued by the UK CAA in accordance with UK Regulation (EU) No. 748/2012 Part 21.A.3B, acting as the Authority of the State of Design for the affected product(s), under Article 34 of the Air Navigation Order 2016 (ANO) and UK Regulation (EU) 2018/1139.

In accordance with UK Regulation (EU) No. 1321/2014 Annex I (Part-M), M.A.301 / Annex VB (Part-ML), ML.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 or agreed by the CAA [Part-M, M.A.303 / Part-ML, ML.A.303].

Design Approval Holder's Name:

Type/Model designation(s):

IPECO HOLDINGS Limited

Type 3A063 flight crew seats

| | |
|-----------------------------|--|
| Effective Date: | 25 April 2025 |
| TSO Authorisations: | UK Civil Aviation Authority (CAA) Approval Numbers E12862, E13323 and EASA.21O.10067247 REV. A |
| Foreign AD (if applicable): | Not Applicable |
| Supersedure: | None |

ATA: 25 – Equipment / Furnishings – Pilot & Co-Pilot Seats – Inspection / Modification

Manufacturer(s):

Ipeco Holdings Limited, previously Ipeco Europe Limited.

Applicability:

Type 3A063 pilot and co-pilot crew seats, identified by series Part Number (P/N) in Table below.

| Pilot Seat | Co-Pilot Seat |
|------------------|------------------|
| 3A063-0033-()-() | 3A063-0034-()-() |
| 3A063-0035-()-() | 3A063-0036-()-() |
| 3A063-0037-()-() | 3A063-0038-()-() |
| 3A063-0079-()-() | 3A063-0080-()-() |
| 3A063-0099-()-() | 3A063-0100-()-() |

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

Definitions:

N/A

Reason:

Occurrences have been reported of the unexpected rearward movement of pilot/co-pilot seats during take-off and landing. Investigations originally determined that horizontal guide block wear, presence of burrs on horizontal centre track and horizontal track lock system weakness (spring tension too low) were causes which contributed to the seat not being correctly locked. The original unsafe condition was addressed through Airworthiness Directives (ADs):

- EASA AD 2016-0256
- EASA AD 2018-0262
- UK CAA AD G-2022-0011

However, recently, the incorrect distribution of the Stops and Packers (see Figure 1 in Inspection Service Bulletin (SB) 063-25-20) during the modification carried out in accordance with AD G-2022-0011 has also been found to cause the seat not to positively lock in position because of the unequal re-installation of the Stops and Packers onto the fore/aft tubes during seat reassembly.

This condition, if not corrected, could lead to further cases of unwanted flight crew seat movement, which could result in loss of control of the aeroplane.

To address this potential unsafe condition, Ipeco have issued Inspection SB 063-25-20 to provide instructions for inspection and rectification of the seat.

For the reasons described above, this AD requires a one-time visual inspection of each affected seat and rectification before further flight if required.

This AD is republished to correct a single instance of a typographical error in the reference number of Ipeco Inspection SB 063-25-20 in the Reason section.

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

- (1) Within 3 months of the effective date of this AD inspect all affected seats which have been modified by Ipeco SBs 063-25-15, 16, 17 or 18 in accordance with Part A Ipeco Inspection SB 063-25-20.

Corrective action:

- (2) If, during the inspection, as required by paragraph (1) of this AD, any incorrect installation of the Stops or Packers are found, carry out the rectification actions detailed in Part B of the Ipeco Inspection SB 063-25-20.

Reference Publication:

Ipeco Inspection SB 063-25-20, Issue 01, dated 25 March 2025.

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

Remarks:

1. Based on the required actions and the compliance time, the CAA have decided to issue a Final AD with a request for comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 5, prior to 09 May 2025. A Comment Response Document will be published against the AD on the CAA AD web page if comments are received prior to the date given.
2. If requested and appropriately substantiated, the CAA can approve Alternative Methods of Compliance for this AD.
3. 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 CAA aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. Enquiries regarding this AD should be referred to: Continued.Airworthiness@caa.co.uk.
5. For any questions concerning the technical content of the requirements in this AD, please contact:

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