

 <p>SOUTH AFRICAN CIVIL AVIATION AUTHORITY</p>	<p>REPUBLIC OF SOUTH AFRICA</p> <p>CIVIL AVIATION AUTHORITY</p>	<p>CAA Private Bag x08 Waterkloof 0145</p>
<p>Tel: (012) 346-5566 Fax: (012) 346-6059 E-Mail: mail@caa.co.za</p>	<p>AERONAUTICAL INFORMATION CIRCULAR</p>	<p>AIC 6411 04-03-19</p>

AIRWORTHINESS

CAUTION

AIRCRAFT SEAT ATTACHMENTS

- ☞ Indicates changes.
- ☞ This AIC replaces AIC 64-11 dated 99-04-15.
- 1. Cases have been reported where pilot's seats have moved during take-off and other manoeuvres, because the seats have been incorrectly adjusted or secured. This could result in serious consequences, especially when the pilot finds himself out of reach of the controls when the seat has moved backwards.
- ☞ 2. In most of today's light aircraft floor mounted tracks are used in the adjustment of the front seats. The seat is stopped in the desired position by a locking device, linked to a bar or handle for use by the pilot, in releasing or locking the seat in place.
- 3. Most seats are locked by pins which slip down into holes in the track, although a few use other devices such as clamps. A stop prevents the rollers from overrunning the end of the tracks. The adjustment mechanism is usually spring loaded so that when the handle is released, the pins drop automatically into the nearest locking stop, but in some cases there is no spring and the pins must be manually positioned.
- 4. Seats are usually moved back and forth rather frequently and the mechanisms are, therefore, subjected to considerable wear. This may well lead to the end stops becoming weak and susceptible to overriding or to the stop holes being enlarged, which makes them prone to slippage.
- 5. Wear, cracks and/or damage may be expected to increase proportionally with high operating time. The prompt replacement of a damaged or worn part by maintenance personnel can, therefore, preclude possible loss of control of the aircraft. Such personnel should therefore ensure during inspection of an aircraft, that the seat tracks, stops, rollers, roller brackets, adjustment mechanisms, etc., are in good working order.
- 6. Pilots should also ensure during the pre-flight inspection that the locking mechanism functions properly and that the end stops on the rails are in good order. It is a good habit to firmly test the seat with back pressure whenever it has been adjusted. It is also advisable to frequently check for the presence of foreign or loose objects such as combs, keys, coins or other abandoned miscellany which may jam the vital mechanism at the worst possible time.
- 7. **REMEMBER**
- 7.1 Accidents due to the slipping of a pilot's seat have happened and can happen again and this may well be very serious if there is no co-pilot to take over.
- 7.2 Airworthiness Directive RSA No 87-134 gives inspection details for Cessna aircraft.
- ☞ 7.3 Cessna AD 87-20-03-R2 should also be consulted.