



Aircraft Design Certification GmbH Reichensteinstr.48 69151 Neckargemünd		Scratching- protection of seat bracket (DC-096)	Doc-Nr: ADxC-73-SB-033 Issue: A Date: 22.05.2023 ChangeNr.: ADxC-DC-73-096
Service Bulletin			

Scratching-protection of seat bracket (DC-096)
SERVICE BULLETIN

<p>Office of Airworthiness release</p> <p>Date:</p> <p>Name: Deputy HoA L. Rammos</p> <p>Signature:</p>
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<p>Verification Engineer</p> <p>I hereby declare that the technical content of this document is correct and can be used to fulfil the obligations of the type design holder per 21.A.265(h)</p> <p>Date:</p> <p>Name: M. Basien</p> <p>Signature:</p>
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<p>Author</p> <p>Date:</p> <p>Name: Andre von Pinkowski</p> <p>Signature:</p>
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Service Bulletin			


Amendments

Issue	Reason	Date
A	Initial issue	22.05.2023

<p>Scratching-protection of seat bracket (DC-096)</p> <p>Introduce means of protection against chafing of the solid rivets heads on the main center spar and of the spar web from the seat brackets</p>
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STANDARD

0 General
0.1 ATA Code ATA 25 EQUIPMENT/FURNISHINGS – Seat assembly/installation ATA 53 FUSELAGE – Main center spar
0.2 Effectivity All BRM Aero B23 models and serial numbers, without installed DC-096. TCDS: EASA.A.642

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Service Bulletin			

1 Planning information

1.1 Reason


Eliminating the root cause of chafing of the solid rivets heads on the main center spar and of the spar web.



Figure 1: Observed wear on main spar rivet heads and web.



Figure 2: Observed wear on seat bracket (25B210051N, dismantled)

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Service Bulletin			

Section 1.1 continued

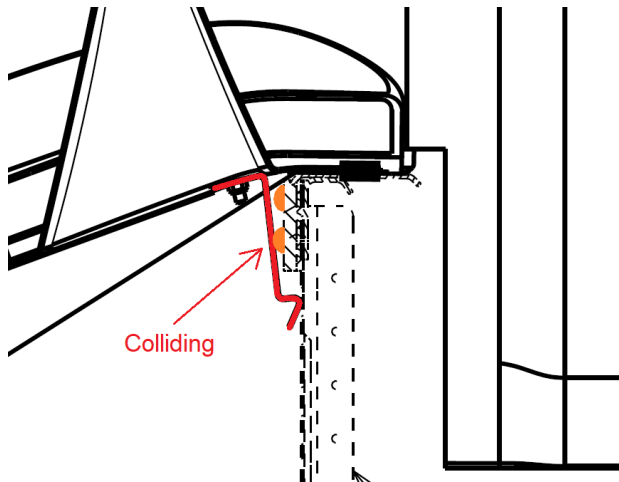


Figure 3: Installed original seat bracket (red line) on rivet heads (orange).

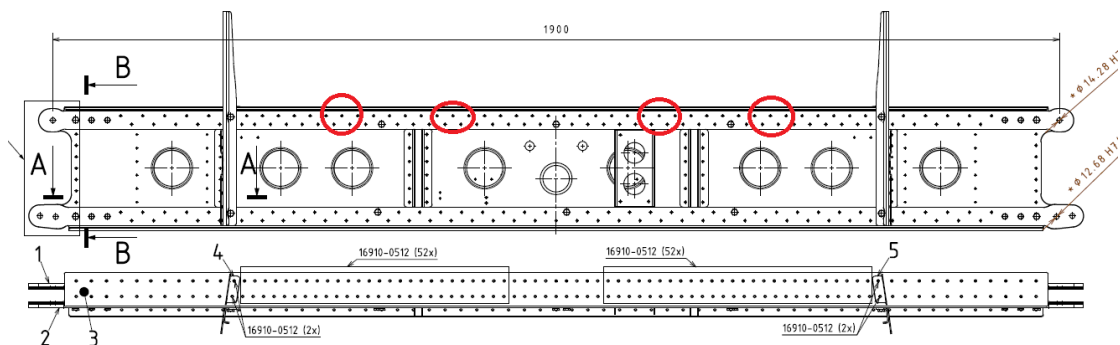



Figure 4: Affect rivets (red circles)

1.2 Safety Intent

The safety intent is to prevent the unsafe condition.

The unsafe condition is excessive wear of the solid rivets heads on the main center spar and of the spar web.

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Service Bulletin			

1.3 Configuration Description

If criteria in Section 0 met, replace the seat bracket 25B210051N by seat bracket assembly 25B210052N.

1.4 Compliance

If criteria in Section 0 is met

- Service bulletin must be accomplished
- This SB could be made mandatory by an EASA AD.
 - This SB is mandatory as per EASA AD no. xyxyx
 - Service bulletin recommended to be accomplished to prevent significant operational disruptions
 - Service bulletin to introduce improvements
 - Service bulletin for convenience or option

Compliance time is with the next scheduled 100hrs/Annual inspection whichever comes first.


1.5 Approval statement

The technical content of this document is approved under the authority of the DOA ref. EASA. 21J.411.


1.6 Concurrent publications N/A

1.7 Manpower

Approx. 1h is required to accomplish this SB.

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Service Bulletin			

- 1.8 Weight and Balance N/A
- 1.9 Electrical load data N/A
- 1.10 Software modification N/A
- 1.11 Referenced documentation N/A
- 1.12 Other publications effected N/A

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Service Bulletin			

2 Material information

2.1 Material- cost – availability N/A

2.2 Company support information

BRM AERO, s.r.o.

Address: Letecká 255 686 04 Kunovice Czech Republic

Phone: + 420 773 984 338

E-mail 1: info@brmaero.com

E-mail 2: aero.brm@gmail.com

Web: <http://www.brmaero.com>

2.3 Material requirements per aircraft

The replacement part(s) is supplied by BRM Aero. This consists of

4 times Assembly 25B210052N Rev. A per aircraft, one assembly contains:


- 1 piece 25B210051N Rev D
- 1 piece 25B210053N Rev A
- 3 pieces 1604-00412
- 60 mm TESA 51206

Depending on needed replacement:

- CherryMax rivet CR3553-5-08

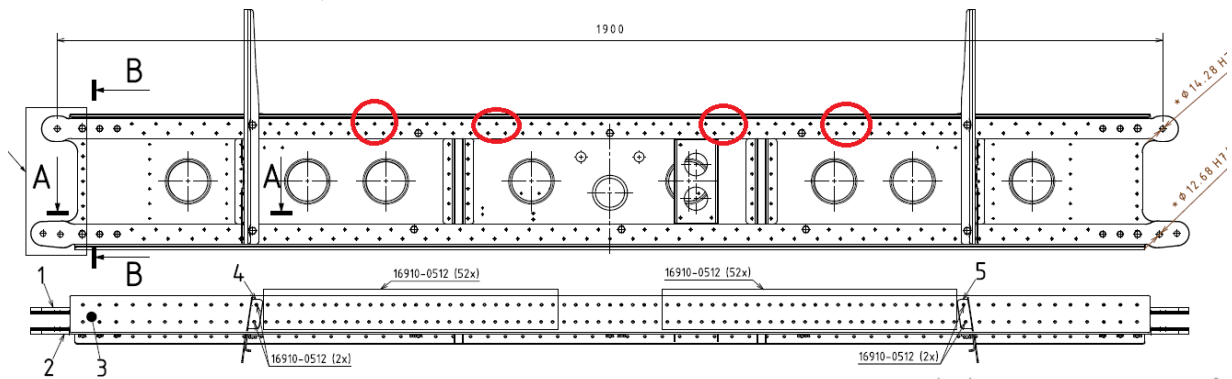
2.4 Rework parts N/A

2.5 Special tooling N/A

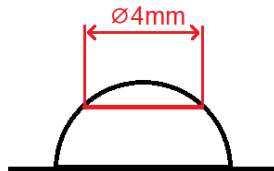
Aircraft Design Certification GmbH Reichensteinstr.48 69151 Neckargemünd		Scratching- protection of seat bracket (DC-096)	Doc-Nr: ADxC-73-SB-033 Issue: A Date: 22.05.2023 ChangeNr.: ADxC-DC-73-096
Service Bulletin			

3 Accomplishment/Instructions

- 1) Replace the old seat brackets 25B210051N by new bracket assembly 25B210052N on the seat (25B210049N).
 - a) Replace self-locking nut (M5 DIN985 ZN) if needed.
- 2) Examine rivets and web of the main spar 53B230000N for excessive wear in the vicinity of the seat brackets, which were in contact with the seat bracket.



- a) Check wear of original rivets, the maximum allowed chafed diameter is 4 mm on the concerned rivet.



- b) If chafed diameter is larger:
 - i) replace original rivet by a CherryMax rivet CR3553-5-08.
 - ii) Check fastened rivets from the inside of the main spar, e.g. by means of mirror ore borescope.
 - c) Check concerned web areas for excessive wear. If it is not excessive, polish and paint them. If it is excessive, request repair order.
- 3) Make a log book entry and add note to aircraft CAW documentation that this Service bulletin has been incorporated.

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4 Appendix

NIL