

N° SB 738 – CS – Ed. 1 Rev. 2

Original date: 29 02 2024

Rev.2 date: 05/07/2024

The technical content of this document is approved under the authority of DOA ref. EASA.21J.335

Approval No: DO-738-240229

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MANDATORY by the AD No. yyyy-xxxx ☐ **May become MANDATORY** after EASA evaluation ☒

RECOMMENDED ☐ **INFORMATION** ☐

SUBJECT: P-Mentor Seat Rails inspection

SCOPE: Following the receipt of an occurrence report, Tecnam mandates an inspection of P-Mentor seat rails.
 This inspection must be conducted within the compliance timeframe specified below to assess the rails condition, wear and locking system interference, which could potentially result in seat unlocking.
 The required inspection instructions are reported in Appendix A of this document.

At the same time, before each flight operations, pilots are reminded of the crucial importance of verifying the correct seat locking after any adjustment. A Note in AFM page will be included in next AFM issue, see Appendix A.

APPLICABILITY: All P-Mentor SN below:
 SN 1003 to 1056; *and*
 SN 1064 to 1075; *and*
 SN 1078 to 1082, including 1089, 1090, 1118, 1119, 1124, 1125, 1126.
Note: If the following design changes are applied:
-MOD2002/339 or SB-748-CS is applied in aircraft configuration, the purpose of this SB is already addressed

TIME OF COMPLIANCE: First inspection: within the next 5FH or 1 week (WOF)
 Subsequent inspection: every 100FH.

MANPOWER: 1 hr

REQUIRED MATERIAL: Nil.

TOOLING: Nil.

WEIGHT AND BALANCE: Nil.

REFERENCES: AMM P-Mentor Last issue

PUB. AFFECTED: Nil

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For further information please contact TECNAM:

- Technical Support:
 - Email: technical.support@tecnam.com

Appendix A

N	Accomplishment Instructions
1	Park the airplane in safe area;
2	Master Switch OFF and Parking brake ON;
3	Remove the seats (Refer to AMM ATA-25-10 Seat removal procedure);
4	Moreover, verify and eliminate potential locking system interference caused by contact with the seat covering (see figure 2). Trim as needed to ensure the retaining pin and spring move freely within their path. <i>Note: Such interference could trigger partial Locking of the Pin, potentially leading to seat un-locking issues, as well as wear on the seat guides' surface.</i>
5	Using a magnifying glass and a concentrated light, visually inspect the seat rails holes (particularly LH rail on Left seat and RH rail on RH seat) for deformation and excessive wear (see figure 1). If deformation or abnormalities are detected, please report the inspection result to Tecnam through the Form below;
6	If no issue is detected, re-install the seats (Refer to AMM ATA-25-10 Seat installation procedure) and perform seat locking operation paying attention that locking lever back down in released position and seat is properly locked.

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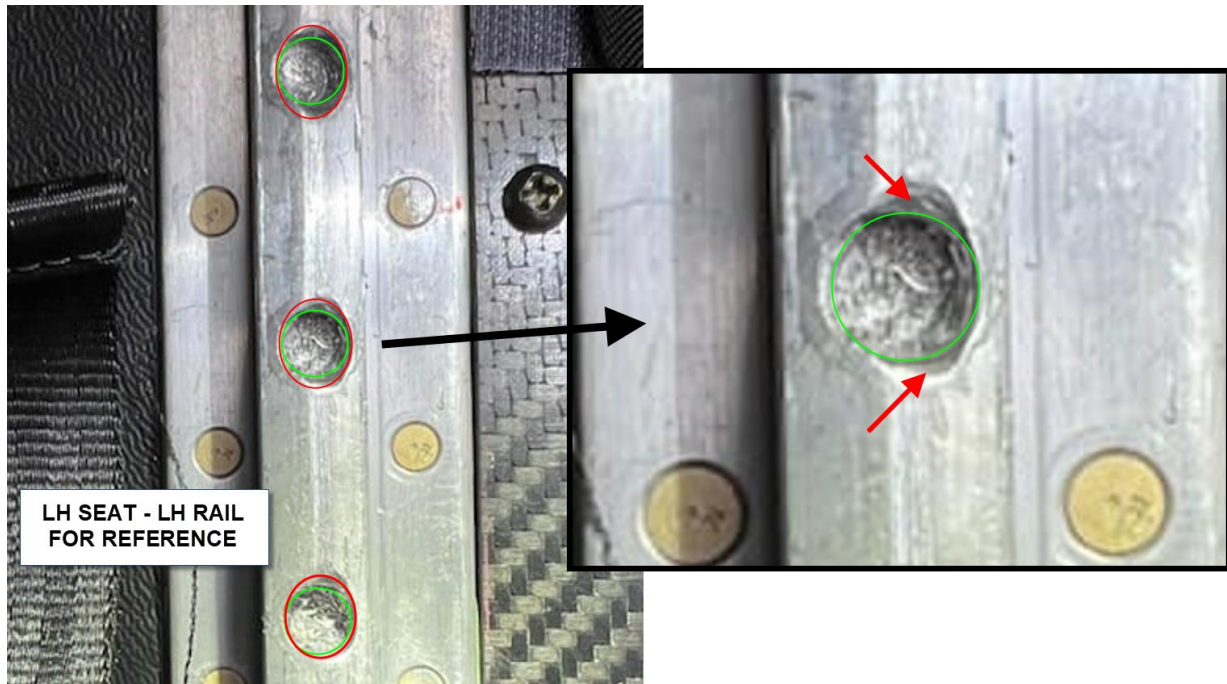


Figure 1 Damaged seat rails.

WRONG INSTALLATION

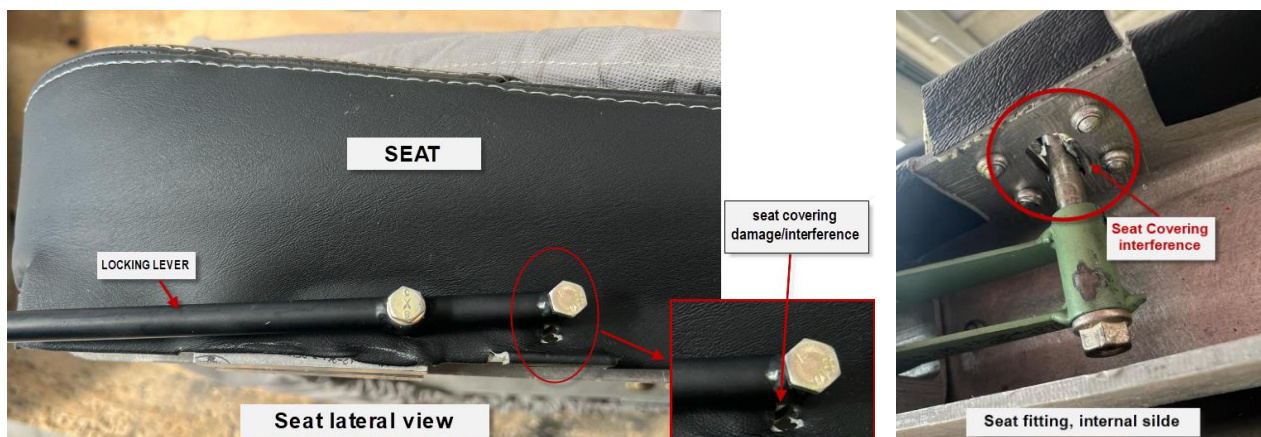
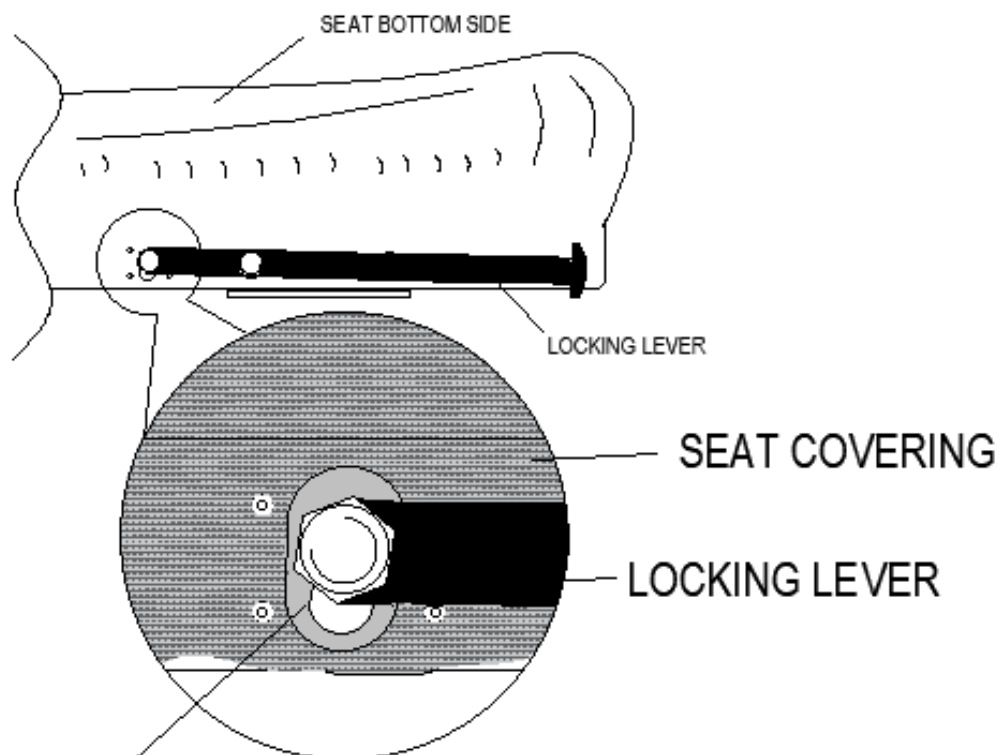


Figure 2 locking system interference.

CORRECT INSTALLATION



Verify for a clearance between seat covering and the hole edge.
Minimum 3mm clearance has to be present.

Figure 3 Seat locking system.

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REPORT TO SERVICE BULLETIN 738-CS

AIRPLANE DATA

Airplane Serial Number: _____
Airplane Registration: _____
Airplane Operator: _____
Hours of operation of airplane: _____
Inspection was carried out on date _____
Attach pictures of the inspection

Appendix A



4. Checklist

NOTE

Due to the limited dimensions of the cockpit, it might be helpful to connect the headset before sitting down. In night conditions, the operation of an handheld torch could aid to better locate the aircraft headsets plugs.

NOTE

The map lights and instrument dimming rheostats are not directly illuminated. In preparation for or during dusk and night operations, it is recommended to gradually set the desired level of brightness as the ambient lighting conditions change. In addition, maintaining the left map light at an appropriate level of brightness and orientation throughout the ground operations and flight, allows to better locate unilluminated items in the cockpit without impairing night vision. However, with very little cockpit familiarization time it becomes easy to locate the three rheostats only via tactile cues.

4.1. Before Starting Engine

- | | |
|--|---|
| 1. Pre-flight inspection | Complete |
| 2. Master switch | ON |
| 3. Instrument light | AS REQUIRED |
| 4. Seat position and safety belts..... | Adjust and assure that the seat is properly locked by trying to slide forward and/or backward without using the adjustment lever. |

NOTE

In absence of RH seat occupant: fasten seat belts around the seat so as to prevent any interference with the aeroplane flight control operation and with rapid egress in an emergency.

- | | |
|---|---|
| 5. Flight controls | Operate full stroke checking for movement smoothness, free of play and friction |
| 6. Parking brake (left side central pedestal) | CHECK LOCK |
| 7. Propeller Lever | FULL FWD |

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Section 4 – NORMAL PROCEDURES CHECKLISTS