

# Airworthiness Directive Schedule

## Components & Equipment

### Aircraft Seats and Harnesses

25 October 2018

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- Notes:**
1. This AD schedule is applicable to aircraft seats and harnesses installed on aircraft.
  2. This AD schedule includes those foreign National Airworthiness Authority (NAA) ADs applicable to seats and harnesses installed on aircraft. NAA ADs can be obtained directly from the applicable NAA web site. Links to NAA websites are available on the CAA website at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/>
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk \*
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**DCA/SEAT/1 Aircraft Seats - Removal**

**Applicability:** TECO Model 603 seats.  
**Requirement:** Remove from service all TECO Model 603 seats.  
**Compliance:** By 31 March 1969  
**Effective Date:** 31 March 1968

**DCA/SEAT/2 Eon Safety Belt - Modification**

**Applicability:** Safety Belts model E2900 manufactured by Eon Corp., Los Angeles, California, USA and used on but not limited to Schweizer (Hughes) 269 series helicopters.  
**Requirement:** To safeguard against inadvertent release, Eon Corp. safety belts model E2900 with series E8000 buckle shall, unless withdrawn from service and replaced with approved alternative safety belts, be modified in accordance with Dalhoff and King modification RAL 480 or approved equivalent.  
**Compliance:** Not later than next 50 hours TIS or by 30 November 1977, whichever occurs first.  
**Effective Date:** 11 October 1977

**DCA/SEAT/3 Safety Belt Assembly - Removal**

**Applicability:** 1. Indiana Mills and Manufacturing Inc. model IMM 111040-1, -2, -3, -4 and -8 safety belt assemblies, installed in but not limited to, Gulfstream American Corp. (formerly Grumman American Aviation Corp.) model AA-1B, AA-1C, AA-5, AA-5A and AA-5B.  
2. Hamill Manufacturing Co. model GA-4 and GA-5 safety belt assemblies.  
**Requirement:** The safety belts concerned are to be removed from service being no longer considered to meet the standards prescribed by FAA TSO-C22F and the approved special criteria for push-button release mechanisms, which requires push-button release force to be between 2.5 and 8 pounds, when using loading conditions specified in FAA TSO.  
(FAA AD 79-16-02 and 80-05-02 refer)  
**Compliance:** 30 August 1980  
**Effective Date:** 18 April 1980

**DCA/SEAT/4 Safety Belt - Modification**

**Applicability:** Eon model E2900 and E8000 seat belts and harnesses.  
**Requirement:** To prevent inadvertent opening and/or false latching, remove from service assemblies with bullet shaped latch or open-ended buckle cover as shown in Eon Corporation SB 1 and replace with components of improved design.  
(FAA AD 80-05-04 refers)  
**Compliance:** By 30 July 1980  
**Effective Date:** 20 June 1980

**DCA/SEAT/5 Safety Belt - Modification**

**Applicability:** Securaiglon (ex L'Aiglon) safety belts with buckle type 343, 343A, 343B or 343C not incorporating Mod. 5-18 (as identified in TRW SB 01). Belts installed in, but not limited, to Aerospatiale AS 350.

**Requirement:** To prevent possible failure to release, modify per TRW SB 01.  
(Aerospatiale SB 01-11 and BV AD 84-73(A-B) refers)

**Compliance:** By 28 February 1985

**Effective Date:** 31 August 1984

**DCA/SEAT/6 Safety Belt Assemblies - Removal**

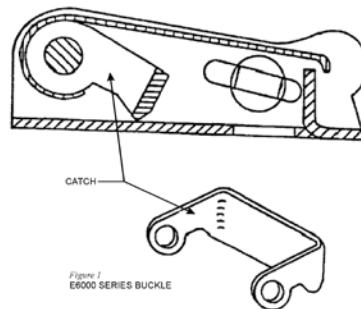
**Applicability:** All Eon Corporation TSO C22 safety belt assemblies incorporating E6000 buckles.

**Requirement:** To prevent inadvertent opening of safety belt assemblies accomplish the following:

1. Inspect all Eon Corporation TSO C22 safety belt assemblies for incorporation of E6000 buckles.
2. Remove from service all safety belt assemblies with E6000 buckles and replace with approved safety belt assemblies. Removed belts, if not destroyed, must have the TSO approval markings either permanently obliterated or removed.

**Note:** Buckle assembly concerned has a front cover plate which is pivoted at one end and is pulled through an arc at the other end to release the latch from the buckle. The E6000 buckle can be identified by the type of catch used. Figure 1 (following) shows the catch configuration and its location within the buckle assembly.

(FAA AD 87-04-19 refers)



**Compliance:** By 30 June 1987

**Effective Date:** 22 May 1987

**DCA/SEAT/7 Safety Belt Assemblies - Inspection**

**Applicability:** All Pacific Scientific TSO C22F lap belt assemblies P/N 1107177 (all dash numbers) manufactured between 1 September 1984 and 1 January 1986.

**Requirement:** To eliminate belt assemblies with belt retractor shafts which do not provide adequate strength, accomplish the following:

Inspect affected assemblies to determine if they have P/N 1106294-01 retractor shafts made from the correct material. This is achieved by visually inspecting the end of the shaft. If the colour is gold anodise, the shaft is acceptable. If the colour is dull battleship grey anodise, the shaft must be replaced with a part of the correct colour before further flight.

(FAA AD 87-20-05 refers)

**Compliance:** By 30 June 1988

**Effective Date:** 18 March 1988

**DCA/SEAT/8 Safety Belt Assemblies - Inspection and Removal**

**Applicability:** All Davis Aircraft Products Co. Inc. safety belts which incorporate black "Ultem" plastic latch-cover with 90° type pull-release mechanism and have P/N's detailed in Davis Aircraft Products SB No. 1.

**Requirement:** To prevent difficulty in releasing latch, or possibility of becoming completely jammed when actuated through 90°, inspect per Davis Aircraft Products SB No. 1.

Remove all with affected P/N's and replace with an approved safety belt assembly before further flight.

(FAA AD 89-09-02 refers)

**Compliance:** Within next 100 flights.

**Effective Date:** 11 August 1989

**DCA/SEAT/9 Safety Belt Assemblies - Replacement**

**Applicability:** Pacific Scientific lap belt assemblies and restraint systems, as listed in Pacific Scientific SB 1108435-25-01 and 1108460-25-01.

**Requirement:** To prevent the inability of passengers and crew to egress from their seats during an emergency accomplish the following:

Remove the lap belt assemblies and restraint systems and replace them with new design assemblies per Pacific Scientific SB 1108435-25-01 or SB 1108460-25-01 as applicable.

(FAA AD 94-21-06 refers)

**Compliance:** By 20 April 1995

**Effective Date:** 20 January 1995

**DCA/SEAT/10 Aircraft Belts Inc – Inspection and Replacement**

**Applicability:** Aircraft Belts Inc model CS, CT, FM, FN, GK, GL, JD, JE, JT, JU, MD, ME, MM, MN, NB, PM, PN, RG, and RH restraint systems installed on, but not limited to, Beech, Bell, Cessna, Eurocopter, Gulfstream, and Piper aircraft.

**Note:** The P/N of the seat restraint system is on the identification label located on each end of the restraint system near the anchor point (Example: P/N MD A2626-E010). The model is designated by the first two letters of the P/N.

**Requirement:** To prevent failure of the seat restraint system due to the buckle assembly locking mechanism not engaging properly, which could result in the restraint system failing to properly secure the occupant during turbulence or landing, accomplish the following:

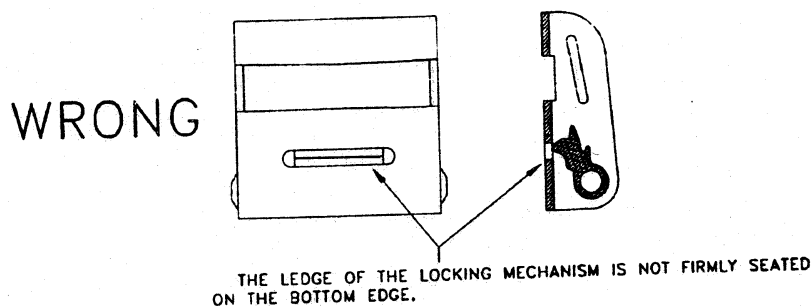
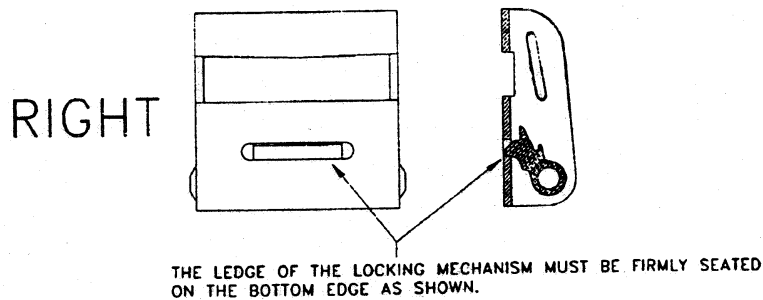
Visually inspect all affected seat restraint systems to determine if the locking mechanism is engaging properly per the following:

Open the lift lever of the buckle fully until it will not open any further. This will cause the locking mechanism to pivot on the pivot pin.

Allow the spring to close the lift lever slowly until the lift lever is back to its at-rest position.

After the lever is completely closed, examine the slot in the bottom of the buckle. The locking mechanism should be firmly seated against the edge of the slot as shown in Figure 1.

If the locking mechanism does not seat properly, replace the buckle with an airworthy buckle.



(FAA AD 98-25-10 refers)

**Compliance:** By 15 February 1999

**Effective Date:** 15 January 1999

**DCA/SEAT/11B Type 343 Safety Belts – Inspection**

**Applicability:** All Type 343 safety belts, Type 343 safety belt extensions and all torso restraint systems that incorporate a Type 343 buckle, manufactured by Anjou Aeronautique, Formerly TRW Repa SA, formerly L'Aiglon.

**Note 1:** Manufacturer may not have identified equipment with S/Ns.  
P/N is stamped on buckle and could be any one of the following:

ANJOU AERONAUTIQUE, or,  
TRW Repa S.A, or,  
L'AIGLON,  
TYPE 343; 343M, 343AM, 343B, 343BM, 343C, 343CM, or 343D.

**Requirement:** To ensure security of buckle, inspect buckle spring per paragraph B of SB ANJOU AERONAUTIQUE 343-25-02.

**Note 2:** French airworthiness directive DGAC 2002-105 (AB) limits the life to 5 calendar years. While this is not a requirement per this AD, frequent inspections of the buckle spring are recommended.

**Compliance:** Inspect within six months and thereafter at intervals not to exceed 12 months.

**Effective Date:** DCA/SEAT/11A - 30 May 2002  
DCA/SEAT/11B - 29 August 2002

**DCA/SEAT/12A Restraint System Rotary Buckles – Inspection and Replacement**

**Applicability:** Pacific Scientific rotary buckles P/N 1111430-XX or 1111475-XX installed on restraint systems P/N 2000029-01, 2000067-01, 2000115-101, 2000029-03, 2000115-121, 2000029-101 or 2000029-121 manufactured from November 2004 through to May 2007.

Installed on, but not limited to, Eurocopter aircraft models AS 350, AS 355, EC120, EC 130 and EC 155.

**Note:** This AD amended to correct the P/N of one of the affected Pacific Scientific rotary buckles which is P/N 1111430-XX.

**Requirement:** To prevent a cracked plastic handle on the guarded rotary buckle assembly possibly preventing the release of the straps when the buckle is rotated, accomplish the following:

1. Inspect the seat restraint systems and establish the P/N of the rotary buckles.

If no affected rotary buckles are fitted to the aircraft, no further action is required.

If an affected rotary buckle is fitted to the aircraft, inspect the buckle per the instructions in Pacific Scientific Service Bulletin (SB) No. 25-1111432.

Replace cracked buckles, before further flight.

2. Replace affected rotary buckles per the instructions in SB No. 25-1111432.

3. Affected restraint systems or rotary buckles held as spares, shall not be fitted to any aircraft, unless requirement 2 of this AD has been accomplished.

(EASA AD 2007-0256 refers)

**Compliance:**

1. By 29 February 2008.
2. By 31 July 2008.
3. From 31 January 2008.

**Effective Date:** DCA/SEAT/12 - 25 October 2007  
DCA/SEAT/12A - 31 January 2008

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<http://www.caa.govt.nz/airworthiness-directives/states-of-design/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

#### **EASA AD 2013-0020R4 (Correction)      Safety Belts and Torso Restraint Systems – Inspection**

**Note 1:** EASA AD 2013-0020R4 revised to clarify EPA markings in the applicability section of the AD, introduce Pacific Scientific SIL 25-0303D dated 10 September 2013, and correct Appendix 1. No action required for those aircraft already in compliance with EASA AD 2013-0020 or previous revisions.

**Note 2:** For aircraft with a MCTOW in excess of 5700 kg the CAA revised CAR Part 39.51(a)(2) on 1 March 2007 to require compliance with every applicable AD issued by the State of Design of the aircraft, and every applicable AD issued by the State of Design of an aeronautical product that is used on the aircraft. CAR Part 39.51(a)(1) also requires compliance with every applicable airworthiness directive issued by the Director in accordance with section 72I(3A) of the Act.

Affected safety belts and torso restraint systems are found on certain aircraft type required to be fitted with dynamically tested seats in accordance with the aircraft type certification basis. Affected safety belts and torso restraint systems are certified to CS/JAR/FAR 23.562, 25.562, 27.562 or 29.562, or have been certificated under TSO C127a. These seats and seat belts can only be repaired in accordance with instructions for continuing airworthiness issued by the aircraft manufacturer or the seat TSO holder.

This AD is only applicable to aircraft fitted with dynamically tested seats required in accordance with the aircraft type certification basis, or aircraft fitted with dynamically tested seats as a production upgrade or a retrofit, and if the safety belts have been repaired or maintained since 28 September 2003 by an overseas maintenance organisation or repair station.

This AD requires a review of the aircraft records, and/or an inspection of the markings on the safety belt labels to determine if they have been repaired or maintained since 28 September 2003 by an overseas maintenance organisation or repair station.

If the safety belt has not been repaired since 28 September 2003, then no further action is required.

If the safety belt has been repaired since 28 September 2003 under a New Zealand STC approval, then no further action is required.

If the safety belt has been repaired or maintained since 28 September 2003 by an overseas maintenance organisation, then determine whether the maintenance organisation is authorised by the design approval holder. The AD provides information on how to determine this.

If the safety belt has been maintained or repaired by an overseas maintenance organisation or repair station not authorised by the design approval holder, then replace the safety belts in accordance with the instructions in the AD.

**Effective Date:** EASA AD 2013-0020R3 - 28 March 2014  
EASA AD 2013-0020R4 - 11 July 2014  
EASA AD 2013-0020R4 - 11 July 2014 (Correction: 5 September 2014)

#### **UK MPD 2013-005-E      Cancelled – Refer Ex-military AD Schedule**

**Effective Date:** 2 October 2014

**EASA AD 2014-0279 Restraint System Rotary Buckle Sub-assembly – Inspection**

- Applicability:** Romtex Anjou Aeronautique model 358 torso restraint systems.  
These restraint systems are known to be installed on, but not limited to, Airbus Helicopters EC130 T2, AS 350 B2 and B3 helicopters.
- Effective Date:** 2 January 2015

**DCA/SEAT/13 Cancelled – DCA/HELI/5 Refers**

- Effective Date:** 29 July 2016

**EASA AD 2016-0210 Seat Energy Absorber Assembly – Inspection**

- Applicability:** Attendant Seats NG and Pilot Seats 120/335, all P/N and S/N listed in Appendix I of EASA AD 2016-0210.  
These seats are known to be installed on, but not limited to, Leonardo (formerly Finmeccanica, AgustaWestland, Agusta) A109, AW109SP and AW169 helicopters.
- Effective Date:** 7 November 2016

**UK CAA AD 002-12-2001R2 Sutton Safety Harnesses – Inspection and Life Limitation**

- Applicability:** Aircraft fitted with Sutton harnesses.
- Note 1:** This AD is applicable to aircraft types fitted with Sutton harnesses not covered by UK CAA AD No. 007–03–99 and British Aerospace Technical News Sheet (TNS) No. 33.
- Requirement:** To prevent safety harness failure, inspect Sutton harnesses for evidence of broken stitches, cuts and tears, chafing, signs of contamination due to acid, oil, grease or water, and deterioration due to sunlight.  
If any signs of degradation are found the harness is to be replaced before further flight.  
An installed life of 9 years from the initial date of fitment is introduced for Sutton harnesses. If it is not possible to determine from the aircraft technical records the date of initial fitment of the Sutton harnesses, they are to be replaced at the next Review of Airworthiness (RA).  
(UK CAA AD 007-03-99 and UK CAA MPD 2001-012R2 also refer)
- Note 2:** For De Havilland DH60, DH60G, DH60M, DH60X, DH82, DH82A, Queen Bee, DH83 and DH94 aircraft fitted with Sutton safety harness installations, refer to UK CAA AD No. 007–03–99, which mandates British Aerospace Mandatory Technical News Sheet (TNS) No. 33 issue 2, dated 21 March 2002, or later revision.
- Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished, and thereafter at every annual inspection.
- Effective Date:** 31 August 2017



**EASA AD 2017-0225      Seat Restraint Systems – Inspection**

**Applicability:** Schroth Safety Products seat restraint systems P/N 4-01-( ), P/N 4-02-( ), P/N 4-03-( ), P/N 4-04-( ), P/N 1-09-043201BCR, P/N 1-09-483D01 and P/N 510100-01 REVA, all dash numbers, all S/N fitted with a buckle type listed in Appendix 1 of EASA AD 2017-0225.

These seat restraint systems are known to be installed on, but not limited to, GROB Aircraft AG G 115 and G 120 series aeroplanes; GROB Aircraft AG G 109B, DG-Flugzeugbau DG-300, DG-500 and DG-1000 series, Schleicher ASK21, Zakłady Lotnicze Marganski MDM-1 Fox and Swift S-1, Pilatus Aircraft Ltd. B4-PC11 and E.I.S. AIRCRAFT GmbH (formerly Fournier) RF-5 gliders and powered gliders.

**Effective Date:** 1 December 2017

**EASA AD 2018-0195      Restraint System Rotary Buckle – Removal from Service**

**Applicability:** Anjou Aeronautique (formerly Romtex Anjou Aeronautique, Securaiglon) Torso Restraint System model 358 with P/N 358XX XXX-XX-XXX (where XX XXX-XX-XXX can be any combination of numbers and/or letters), S/N 738 through to 1619 inclusive.

These torso restraint systems are known to be installed on, but not limited to, Airbus Helicopters AS 350 B2, AS 350 B3 and EC130 T2 helicopters.

**Effective Date:** 27 September 2018

**\* EASA AD 2018-0223      Seat Energy Absorber Assembly – Modification**

**Applicability:** Common Seats 170/260 H160 with a P/N and S/N as identified in Annex A of B/E Aerospace Fischer Service Bulletin SB0718-004 Ausgabe (Issue) A, dated 26 June 2018, or later approved revision.

These seats are known to be installed on, but not limited to, Airbus Helicopters (formerly Airbus Helicopters Deutschland GmbH, Eurocopter Deutschland GmbH, Eurocopter España S.A.) EC135 and EC635 helicopters; Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale) AS 332 L1 and EC 225 LP.

**Effective Date:** 31 October 2018