Airworthiness Directive Schedule

Components & Equipment

Aircraft Seats and Harnesses

3 September 2026

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 website.

   Links to NAA websites are available on the CAA website at:
   Links to state of design airworthiness directives | aviation.govt.nz
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 safety belts model E2900 with series E8000 buckle shall, unless withdrawn from service and replaced with approved alternative safety belts, be modified in accordance with Dalhoff and King modification RAL 480 or approved equivalent.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)

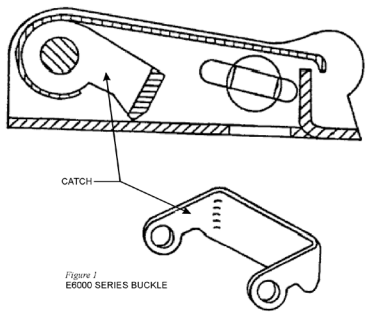


Figure 1
E6000 SERIES BUCKLE

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

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:

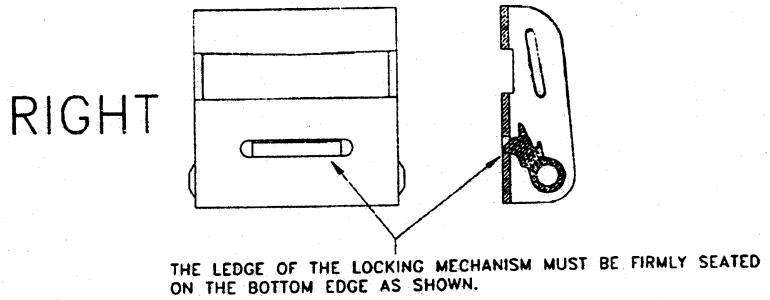
Visually inspect all affected seat restraint systems to determine if the locking mechanism is engaging properly per the following:

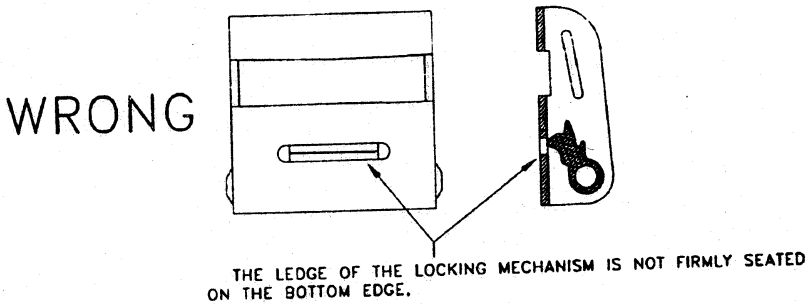
Open the lift lever of the buckle fully until it will not open any further. This will cause the locking mechanism to pivot on the pivot pin.

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 Cancelled – FAA AD 2021-07-13 refers

Note: DCA/SEAT/12A (EASA AD 2007-0256 refers) is cancelled by EASA AD Cancellation Notice 2007-0256-CN issued 11 May 2021.
Since EASA issued AD 2007-0256, the FAA issued AD 2021-07-13.
The FAA AD was prompted by EASA AD 2007-0256, which was not a 'State of Design' AD for US designed and manufactured parts.
EASA has now adopted FAA AD 2021-07-13, being the 'State of Design' AD for the affected parts, and cancelled EASA AD 2007-0256.
The FAA AD applies to the same Pacific Scientific Company P/N (all dash numbers) rotary buckle assemblies, irrespective of manufacturing date, or P/N restraint system, or the aircraft type they are installed on.

Effective Date: 11 May 2021

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:
Links to state of design airworthiness directives | aviation.govt.nz
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 restaint 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

FAA AD 2021-07-13 Cancelled – FAA AD 2024-26-02 refers

Effective Date: 7 March 2025

EASA AD 2021-0137 Pilot and Co-pilot Seats – Inspection

Applicability: Safran 191 series pilot seats with P/N 19101-00-00.

Safran 191 series co-pilot seats with P/N 19102-00-00.

These seats are known to be installed on, but not limited to, COMAC ARJ21-700 aeroplanes.

Note: The seat manufacturer is SAFRAN Seats, (previously Zodiac Seats France, SICMA Aero Seat).

Effective Date: 24 June 2021

UK CAA AD G-2022-0011 Pilot and Co-pilot Seats – Inspection

Applicability: Ipeco Holdings Limited, (previously Ipeco Europe Limited) Type 3A063 pilot and co-pilot seats, identified by P/N in Appendix 1 of UK CAA AD G-2022-0011, all S/N.

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

Effective Date: 30 June 2022

FAA AD 2024-26-02 Pacific Scientific Company Rotary Buckle Assemblies – Inspection

Applicability: All aeroplanes and helicopters fitted with a restraint system with a Pacific Scientific Company plastic rotary buckle assembly (buckle) P/N 1111430, or P/N 1111475 (all dash numbers) with a date of manufacture on, or before May 31, 2007, or an unknown date of manufacture, except those buckles repaired with the installation of an airworthy buckle handle after May 31, 2007, and marked with a BLUE logo on the centre button.

Note: Information about the location of the date of manufacture can be found in Meggitt Service Information Letter SIL Restraint-25-002-2023, dated September 25, 2023. This AD does not apply to buckles made of metal, or to buckles with a BLUE logo on the centre button.

The buckles identified in paragraph (c)(1) of FAA AD 2024-26-02 may be installed on, but not limited to: The Boeing Company, Bombardier Inc., Learjet Inc., Mitsubishi Heavy Industries, Ltd., Textron Aviation, Inc. (type certificate (TC) previously held by Cessna Aircraft Company), and Viking Air Limited (TC previously held by de Havilland, Inc.) model aeroplanes and Airbus Helicopters (TC previously held by Eurocopter France) model helicopters.

Effective Date: 7 March 2025

FAA AD 2025-16-09 Rotary Buckle Assembly - Inspection

Applicability: Aeroplanes with restraint systems fitted with a Pacific Scientific Company rotary buckle assembly (buckle) P/N 1111475 (all dash numbers), or P/N 1111548-01 having a date of manufacture (DOM) between January 2012 and April 2013 inclusive, or an unknown DOM.

Note: The buckle may be included as a component of a different P/N restraint system assembly.

Effective Date: 22 September 2025

FAA AD 2024-20-04 Rotary Buckle Assembly – Inspection

Applicability: Helicopters with restraint systems fitted with a Pacific Scientific Company rotary buckle assembly (buckle) P/N 1111475 (all dash numbers), or P/N 1111548-01 having a date of manufacture (DOM) between January 2012 and April 2013 inclusive, or an unknown DOM.

These buckles may be installed on, but not limited to, Airbus Helicopters, all models.

Effective Date: 25 September 2025

UK CAA AD G-2025-0005 Acro Series 9 Passenger Seats – Inspection

Applicability: Acro series 9 passenger seats listed in Appendix 1 of UK CAA AD G-2025-0005.

Effective Date: 2 October 2025

EASA AD 2025-0294R1 B/E Aerospace Fischer Medical Seats – Modification

Applicability: B/E Aerospace Fischer (Fischer Medical Seats) listed in the applicability of EASA AD 2025-0294R1.

Effective Date: EASA AD 2025-0294 - 29 January 2026
EASA AD 2025-0294R1 - 26 February 2026

UK CAA AD G-2026-0001 Acro Series 6 Passenger Seats – Inspection

Applicability: Acro series 6 passenger seats with P/N and S/N listed in Appendix 1 of UK CAA AD G-2026-0001.

Effective Date: 23 April 2026

*** UK CAA AD G-2026-0003 IrvinGQ Crewman Restraint – Inspection**

Applicability: Harness Lightweight Assembly Kit P/N MRIIGQ2779 and MRIASE2494.

Effective Date: 3 September 2026