



## Airworthiness Directive

**AD No.:** 2017-0001

**Issued:** 06 January 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

ZODIAC SEATS FRANCE

### Type/Model designation(s):

536 series Cabin Attendant Seats

**Effective Date:** 20 January 2017

**ETSO Authorisation(s):** EASA.210.10036578

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2016-0164 dated 10 August 2016.

### ATA 25 – Equipment / Furnishings – Cabin Attendant Seat – Inspection

#### Manufacturer(s):

Zodiac Seats France (formerly SICMA Aero Seat)

#### Applicability:

Cabin Attendant Seats 536 series, Part Number (P/N) 53600, all dash numbers, all serial numbers.

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

#### Reason:

Cases of cracks were found on Zodiac Seats France cabin attendant seats 536 series installed on some ATR 42 and ATR 72 aeroplanes. The detected damage was located in the area of the seat pan hinges. Investigations identified that fatigue had caused these cracks in a highly concentrated stress area.

This condition, if not detected and corrected, could lead to failure of the seat, possibly resulting in injury to the seat occupant.

To address this potential unsafe condition, Zodiac Seats France issued Service Bulletin (SB) 536-25-003 to provide inspection and replacement instructions. Consequently, EASA issued AD



2016-0164, requiring repetitive visual inspections of the affected cabin attendant seats and, depending on findings, replacement of the seat pan.

Since that AD was issued, Zodiac Seats France developed a reinforced seat pan, and revised SB 536-25-003 accordingly. After installation of a reinforced seat pan, the seat P/N amendment status is updated.

For the reason described above, this AD retains the requirements of EASA AD 2016-0164, which is superseded, prohibits installation of unreinforced seat pans on seats already modified, and introduces the reinforced seat pan installation as optional terminating action for the repetitive inspections.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Repetitive Inspections:**

(1) Before exceeding 2 500 flight cycles (FC) since first installation of the cabin attendant seat on an aeroplane, or within 30 days after 24 August 2016 [the effective date of EASA AD 2016-0164], whichever occurs later, and, thereafter, at intervals not to exceed 100 FC, accomplish a visual inspection of each Group 1 cabin attendant seat (see Note 1 of this AD) in accordance with the instructions of Zodiac Seats France SB 536-25-003.

**Corrective Action:**

- (2) If, during any inspection as required by paragraph (1) of this AD, any damaged seat pan is found, before next flight, replace the affected seat pan with a pre-mod seat pan P/N F0433453, or modify the seat by installing a reinforced seat pan P/N F0511530, in accordance with the instructions of Zodiac Seats France SB 536-25-003.
- (3) Temporarily stowing and securing an attendant seat in retracted position to prevent occupancy, in accordance with the provisions and limitations of the applicable Master Minimum Equipment List item, is an acceptable alternative method to defer compliance with the requirements of paragraph (1) or (2) of this AD.

**Terminating Action:**

- (4) Replacement of a seat pan on a seat with a pre-mod seat pan P/N F0433453 does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that seat. If a new pre-mod seat pan P/N F0433453 is installed on a seat, the next visual inspection of that seat, as required by paragraph (1) of this AD, may be deferred until 2 500 FC after that installation.
- (5) Modification of a seat by installing a reinforced seat pan P/N F0511530 and updating the seat P/N status constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that seat.

**Parts Installation:**

- (6) From the effective date of this AD, it is allowed to install (see Note 2 of this AD) on any aeroplane a Group 1 cabin attendant seat (see Note 1 of this AD), having accumulated more



than 2 500 FC since first installation on an aeroplane, provided that, before installation, the seat has passed an inspection in accordance with the instructions of Zodiac Seats France SB 536-25-003.

- (7) For Group 2 cabin attendant seats: From the effective date of this AD, do not install a pre-mod seat pan P/N F0433453.

Note 1: For the purpose of this AD, a Group 1 cabin attendant seat is equipped with pre-mod seat pan, having P/N F0433453; a Group 2 cabin attendant seat is equipped with a reinforced seat pan, having P/N F0511530.

Note 2: For the purpose of this AD, removal of a seat from an aeroplane and subsequent re-installation of that seat on that same aeroplane is not “installation” as specified in paragraph (6) of this AD.

**Ref. Publications:**

Zodiac Seats France SB 536-25-003 original issue dated 24 May 2016, or Revision 1 dated 29 August 2016, or Revision 2 dated 14 November 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 19 December 2016 as PAD 16-174 for consultation until 02 January 2017. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact:  
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