Airworthiness Directive

AD No.: 2025-0294

Issued: 22 December 2025

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

B/E AEROSPACE FISCHER GmbH

Type/Model designation(s):

Medical Seat 230/305

Effective Date:	05 January 2026
ETSO Authorisation(s):	EASA.21O.10056272
Foreign AD:	Not applicable
Supersedure:	None

ATA 25 – Equipment / Furnishings – Medical Seats – Modification

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Manufacturer(s):

B/E Aerospace Fischer (Fischer Seats)

Applicability:

Medical seat part number 9613-1-35-( ), serial numbers 3241, 3242, 3243, 3244, 3245, 3473, 3474, 3475, 3476, 3481, 3482, 3483, 3484, 3546, 3547, 3548, 3549, 3575, 3576, 3577, 3578, 3591, 3646, 3647, 3648, 3649, 3703, 3958, 3959, 3960, 3961, 4114, 4115, 4116, 4117, 4118, 4119, 4120, 4121, 4122, 4131, 4132, 4133, 4134, 4135, 4175, 4180, 4202, 4203, 4204, 4205, 4206, 4207, 4208, 4209, 4210, 4211, 4212 and 4213.

These seats are known to be installed on, but not limited to, Airbus Helicopters Deutschland (AHD) EC135, AHD MBB-BK 117, Bell Textron Canada 429 and Bell Textron 412 helicopters.

Definitions:

For the purpose of this AD, the following definitions apply:

The ASB: Fischer Seats Alert Service Bulletin (ASB) 9613-305 Issue D.

Reason:

It was determined that the affected seats, certified for aft facing (AF) and forward facing (FF) installation, have been delivered with an incorrect version of swivel unit, which has been certified only for AF installation.

This condition, if not corrected, could lead to injury to the occupant of a FF seat during a survivable accident.

To address this potential unsafe condition, Fischer Seats issued the ASB, providing instructions to reconfigure the swivel unit.

For the reason described above, this AD requires modification of the seats.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Modification:

(1) Within 30 days after the effective date of this AD, modify and reidentify the medical seat in accordance with the instructions of the ASB.

Limitations:

(2) From the effective date of this AD, and until modification of the seat as required by paragraph (1) of this AD, it is not allowed to occupy a FF medical seat.

Alternative Method:

(3) As an alternative to the requirements of paragraphs (1) of this AD, marking a seat as inoperative and assuring that seat is not occupied during flight operations, is an acceptable alternative method to defer compliance with the requirements of paragraph (1) of this AD for that seat, provided this is accomplished within the provisions of the applicable (master) minimum equipment list.

Credit:

(4) Modification of a medical seat, accomplished before the effective date of this AD in accordance with the instructions of Fischer Seats ASB 9613-305 Issue A, B or C, is acceptable to comply with the modification requirement of paragraph (1) of this AD for that seat.

Ref. Publications:

Fischer Seats Alert Service Bulletin (ASB) 9613-305 Issue A dated 08 August 2024, Issue B dated 24 October 2024, Issue C dated 13 November 2024 or Issue D dated 03 December 2025.

The use of later approved revisions of the above-mentioned 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 19 January 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact:
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   Müller-Armack-Str. 4, D-84034 Landshut
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