

# AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 2002-471(AB) R1  
In case of any difficulty, reference should be made to the French original issue.

## SICMA AERO SEAT

### Passenger seats

Modification of seat belts attachment fittings (ATA 25)

#### 1. APPLICABILITY:

SICMA AERO SEAT part number (P/N) 91xx, 93xx, 95xx, 96xx, 97xx, 98xx, 99xx, 9Axx, 9Bxx, 9Cxx, listed in Annex 1 of SICMA AERO SEAT Service Bulletin (SB) 91-25-045, all serial number for which the change placard does not mention the implementation of terminating action as defined by SICMA AERO SEAT SB 91-25-032 or 91-25-045.

These seats are installed on, but not limited to, the following aircraft: Airbus, ATR, Boeing, Boeing (formerly McDonnell Douglas), Fokker, Let, Bombardier, Tupolev.

#### 2. REASONS:

The fixing bolt of seat belt attachment on several aisle and window side seats has become loose and later lost and so the seat belt was no more attached to the seat and therefore of no use. Airworthiness Directive (AD) 2000-214(AB) and its revisions rendered mandatory SB 91-25-032 which introduced a technical solution to this problem.

However, the recording of the correspondent modification during the process of manufacturing new seats happened to be weak. Therefore, as the list of affected seats as indicated in annex one of SB 91-25-032 is not exhaustive, it has been decided to check the implementation of the terminating action of SB 91-25-032, and if necessary, to implement it.

Technical content of SB 91-25-045 rendered mandatory by this AD is identical to SB 91-25-032 and further approved revisions.

Revision 1 of this AD is to take into account the cancellation of AD 2000-214(AB).

Operators already in compliance with Paragraph 2.3. (terminating action) of AD 2000-214(AB) and this Revisions are in compliance with AD 2002-471(AB) terminating action.

#### 3. COMPLIANCE:

3.1. If not already accomplished (as per instructions given in SB 91-25-032 Part 1), within 650 flight hours following the effective date of this AD, check tightening of the affected bolt onto the seat belt attachment by using a torque wrench as per instructions given in Part 1 of SB 91-25-045.

Repeat this inspection at intervals not exceeding 650 flight hours.

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- 3.2.** Except if terminating action as per Part 2 of SB 91-25-032 has been recorded on the seat, before December 31, 2003, modify seats as per instructions given in Part 2 of SB 91-25-045. This application cancels the requirement of repetitive inspections as per Paragraph 1 of this AD.

Record this terminating action as per SB 91-25-045 on the correspondent placard.

- 3.3.** If terminating action has been already recorded under AD 2000-214(AB) and this Revisions, record in files that terminating action of AD 2000-214(AB) or revisions, is an equivalent mean of performance for AD 2002-471(AB) terminating action.

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REF.: SICMA AERO SEAT Service Bulletin 91-25-032 and further approved revisions  
SICMA AERO SEAT Service Bulletin 91-25-045  
Airworthiness Directive 2000-214(AB) and this revisions.

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This AD replaces AD 2000-214(AB) which is cancelled.  
This Revision 1 replaces original AD 2002-471(AB) dated September 18, 2002.

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**EFFECTIVE DATES :**

**Original AD : SEPTEMBER 28, 2002**  
**Revision 1 : DECEMBER 07, 2002**