



Airworthiness Directive

AD No.: 2021-0137R1

Issued: 24 February 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:

SAFRAN SEATS

Type/Model designation(s):

191 Series Pilot and Co-pilot Seats

Effective Date: Revision 1: 03 March 2025
Original Issue: 22 June 2021

ETSO Authorisation(s): EASA.210.1216

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2021-0137 dated 08 June 2021.

ATA 25 – Equipment / Furnishings – Pilot and Co-pilot Seats / Longitudinal Locking System Pins – Measurement / Adjustment

Manufacturer(s):

SAFRAN Seats, formerly Zodiac Seats France, SICMA Aero Seat

Applicability:

191 series pilot seats, having Part Number (P/N) 19101-00-00, and 191 series co-pilot seats, having P/N 19102-00-00, except those having amendment (amdt) C embodied.

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

Definitions:

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

The SB: SAFRAN Seats Service Bulletin (SB) 191-25-006.

Reason:

An occurrence was reported where, during taxiing of an aeroplane, unintended displacement of a pilot seat was experienced. Subsequent investigation determined that one of the two pins installed in the longitudinal seat locking system did not sufficiently penetrate through the lower seat



structure, with less than 10 mm of the pin lower end showing outside the seat structure. Worn seat tracks may have contributed to this insufficient pin engagement.

This condition, if not detected and corrected, could cause sudden seat movement during a critical phase of flight, possibly resulting in reduced control of the aeroplane, or injury to the affected pilot or co-pilot.

To address this unsafe condition, SAFRAN Seats issued the SB, as defined in this AD, to provide instructions for measurement and adjustment of the seat locking pins. Consequently, EASA issued AD 2021-0137 to require a one-time measurement of the length (showing outside the lower seat structure) of the left-hand (LH) and right-hand (RH) seat locking pins installed in the longitudinal seat locking system, and, depending on findings, adjustment of the pin length.

Since that AD was issued, it has been determined that seats which have amdt C embodied were erroneously included in the applicability of the AD. This AD is revised accordingly.

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:

Measurement:

- (1) Within 750 flight hours after 22 June 2021 [the effective date of the original issue of this AD], measure the length of the LH and RH seat locking pin installed in the longitudinal seat locking system in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during any measurement as required by paragraph (1) of this AD, the length of one or both pin(s) is found to be outside the margins as defined in the SB, before next flight, adjust the length of the affected pin(s) in accordance with the instructions of the SB.

Ref. Publications:

SAFRAN Seats France SB 191-25-006 original issue dated 19 August 2020.

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. The original issue of this AD was posted on 04 May 2021 as PAD 21-064 for consultation until 01 June 2021. 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.



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: SAFRAN Seats France, Rue Robert Marechal Senior, 36100 Issoudun, France;
Telephone: +33 (0) 2 54 03 39 39;
E-mail: techsupport.3s.fr@safrangroup.com.

