

Seats and Berths

---

**AD/SEATS/8  
Amdt 2**

**Sicma Seat - Aft Track Fittings**

**13/99**

Applicability: SICMA AERO SEAT passenger seats equipped with SICMA aft track fittings part numbers 90-000120-790-0 (affected seat part numbers are listed at Annex 1 of SICMA AERO SEAT Service Bulletin 90-25-005R1) and 90-000123-790-0 (see Note 1.).

- Requirement:
1. Check the locking of the aft track fitting part number 90-000120-790-0 in accordance with the requirements of SICMA AERO SEAT Alert Service Bulletin A90-25-002 Revision A.
  2. a. Modify the aft track fitting part number 90-000120-790-0 in accordance with the technical requirements of SICMA AERO SEAT Service Bulletin 90-25-005R1 or later Revision; and  
b. record accomplishment of the modification by stamping each seat identification plate in accordance with the instructions contained in the SB 90-25-005R1 or later Revision.
  3. Discard tab locks P/N 00-4399 and replace with new items in accordance with Service Bulletin SICMA AERO SEAT 90-25-005 Revision (Issue) 2.

*Notes:*

1. After modification, (Requirement 1 and 2) the aft track fitting part number 90-000120-790-0 becomes 90-000123-790-0.

2. The following service bulletins are equivalent to SB 90-25-005R1:

42-25-001	50-25-001	63-25-004	65-25-001
71-25-012	78-25-001	85-25-001	91-25-001
83-25-001	92-25-001	93-25-001	90-25-004

*These service bulletins have the same technical instructions. The only differences are serial numbers of seats and associated operators.*

3. Replacement of aft track fitting with P/N 90-000125-790-0 in accordance with SICMA AERO SEAT Service Bulletin 90-25-009 is an approved alternative means of compliance with this Directive and is terminating action.

4. DGAC AD 94-085 (B)R2 dated July 13, 1999 refers.

SCHEDULE OF AIRWORTHINESS DIRECTIVES

- Compliance:
1. Upon accumulation of 600 hours component time in service and thereafter at intervals not to exceed 600 hours component time in service.
  2. Before 30 November 1994, unless one of the Service Bulletins listed at *Note 2*. has previously been accomplished.
  3. At each seat installation or re-installation after 30 December 1999.

This Amendment becomes effective on 30 December 1999.

Background: Reports were received of cases of the seat aft track fitting unlocking from the floor track. The DGAC requires replacement of the current aft track fitting with an improved track fitting with a positive locking system.

Amendment 1 was issued to reflect the revised DGAC AD which introduces the replacement of tab locks and provides an alternate compliance with SB 90-25-009 and became effective on 10 November 1994.

Amendment 2 is issued to permit only one use of the P/N 00-4399 locking tabs.

The original issue of this Airworthiness Directive became effective on 23 June 1994.