



# Notification of a Proposal to cancel an Airworthiness Directive

**PAD No.: 26-098-CN**

**Issued: 27 August 2026**

Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

## Design Approval Holder's Name:

AMSAFE, ANJOU AERONAUTIQUE,  
DAVIS AIRCRAFT PRODUCTS Co.,  
SCHROTH SAFETY PRODUCTS GmbH,  
PACIFIC SCIENTIFIC

## Type/Model designation(s):

Safety Belts / Torso Restraint Systems

**Effective Date:** [TBD - standard: same as AD-CN issue date]

**ETSO Authorisation(s):** Various

**Foreign AD:** Not applicable

**Cancellation:** This PAD-CN proposes to cancel EASA AD 2013-0020R4 dated 04 July 2014, including its correction dated 05 September 2014.

## ATA 25 – CANCELLED: Equipment / Furnishings – Safety Belts / Torso Restraint Systems – Inspection / Replacement

### Manufacturer(s):

AmSafe; Anjou Aeronautique (formerly TRW Repa S.A., formerly L'Aiglon); Davis Aircraft Products Co.; Schroth Safety Products GmbH; and Pacific Scientific

### Applicability:

All part numbers of safety belts and torso restraint systems installed on any aircraft where dynamically tested seats are required in accordance with airworthiness requirements like the European Certification Specifications (CS), or JAR/FAR, paragraphs 23.562, 25.562, 27.562 and 29.562, if safety belts and torso restraint systems have been maintained or repaired after 28 September 2003 by maintenance organisations not holding the applicable maintenance data of the relevant approval holders, unless they are marked with European Parts Approval (EPA). Safety belts and torso restraints system repaired using repair data developed by an organisation holding an EASA Design Organisation Approval (DOA) in accordance with Commission Regulation (EU) No



748/2012 Part 21, Subpart J are not affected by this AD. These articles are approved through design changes or STC and are marked with the letters EPA accordingly.

Note 1: This AD is applicable to safety belts and torso restraint systems, whose Component Maintenance Manuals (CMM) explicitly prohibit webbing replacement, unless this is accomplished by the design approval holder or by a repair station/maintenance organisation authorized by the design approval holder.

#### Definitions:

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

None.

#### Reason:

As a result of an investigation on some maintenance organisations, EASA was made aware that safety belts and torso restraint systems manufactured by design approval holders have been maintained or repaired by maintenance organisations without holding approved maintenance data. In particular, the affected restraint systems have been refurbished using webbing materials having mechanical properties significantly different with respect to the materials used to manufacture the original restraint systems (e.g. nylon instead of polyester).

Based on tests performed in the frame of an EASA approved STC (refurbishment of seat belts on dynamically tested seats in compliance with CS 25.562) and during a research project on safety belt performance launched by EASA, evidence was gained that different elongation properties of commonly available restraint systems webbing may reduce the energy absorption capability of the seat-restraint system and increase the risk of head injury to the occupant under dynamic crash landing conditions.

Maintenance or repair of safety belts and torso restraint systems, if not assessed and justified in accordance with the dynamic test criteria, could therefore result in non-compliance with the applicable certification requirements for emergency landing dynamic conditions. As a consequence, safety belts and torso restraint system could fail to perform their intended function to protect each occupant during an emergency landing condition and to minimise the effects of survivable accidents.

For the reasons described above, EASA issued AD 2013-0020, revised several times, to require to inspect safety belts and/or torso restraint systems installed on any aircraft to verify if they had been maintained or repaired by the design approval holder or by a repair station/maintenance organisation authorized by the design approval holder, and to replace the affected safety belts and torso restraint systems with serviceable parts.

Since EASA AD 2013-0020R4 was issued, no further occurrences of improper maintenance accomplished on safety belts and torso restraint systems have been reported.

In addition, EASA consider that the requirements of that AD are properly addressed in the current applicable EU regulations.



More specifically, with reference to Commission Regulation (EU) No 748/2012, Annex I, 21.A.431A (e) specifies that “a repair to an ETSO article other than an Auxiliary Power Unit (APU) shall be treated as a change to the ETSO design and shall be processed in accordance with point 21.A.611”. Point 21.A.611 addresses Design Changes to ETSO articles and, also considering its related Guidance Material, clarifies that a repair (change) to an ETSO article can only be accomplished using repair instructions issued by the ETSO authorisation holder, or, for an ETSO article installed on an aircraft, as a change to that aircraft, on which the ETSO article is installed, approved by EASA or by an organisation holding a DOA with an adequate scope of work.

This Notice, therefore, proposes to cancel EASA AD 2013-0020R4.

#### **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:

None.

#### **Ref. Publications:**

AmSafe Repair Station Reference Document N. E512615 Rev. B, dated 16 September 2013.

Anjou Aeronautique – 11, Rue Marbeuf 75008 Paris - France and ROMTEX ANJOU AERONAUTIQUE, Romanian CAA authorisation N. RO.145.035.

Davis Aircraft Products Co., Inc. FAA approved repair station # D5PR729J and Davis Restraint Systems FAA approved repair station # GK3R530L.

Pacific Scientific Service Information Letter (SIL) No. 25-0303D dated 10 October 2013.

Schroth Service Information Letter SIL SSP-006 Revision C dated 15 January 2014.

#### **Remarks:**

1. This Proposed AD-CN will be closed for consultation on 24 September 2026.
2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of this PAD-CN, please contact:

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Anjou Aeronautique,  
11, rue Marbeuf, 75008 Paris - France  
Telephone: +40 269 243 918;  
Fax: +33 (0) 2 41 42 15 77 or +40 269 243 921;



Davis Aircraft Products Co Inc.,  
1150 Walnut Avenue, Bohemia, New York 11716, U.S.A.;  
Telephone +1 631-563-1500 ; Fax +1 631-563-1117;

Pacific Scientific Aviation Services,  
11700 N.W. 102nd Rd. #6, Miami, Florida 33178, U.S.A.;  
Telephone: +1 305 477 4711 ; Fax +1 305 477 9799;

Schroth Safety Products GmbH,  
Im Ohl 14, D-59757 Arnsberg, Germany;  
Telephone +49 (0) 29 32-97 42 0 ; Fax +49 (0) 29 32-97 42 42.

Note 2: The company below holds an EASA DOA in accordance with Commission Regulation (EU) No 748/2012 Part 21, Subpart J and is qualified to repair/overhaul safety belts and torso restraints:  
Aircraft Cabin Maintenance GmbH  
Mendelssohnstr. 2  
87700 Memmingen  
Germany

