



SAIB: NM-17-07

Date: January 26, 2017

SUBJ: Equipment/Furnishings

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin is to advise owners and operators, and original equipment manufacturers of **Normal, Utility, Acrobatic and Commuter Category Aircraft, and Transport Category Airplanes** of the potential for failure of the end release buckle on certain AmSafe, Inc., restraint system assemblies installed on the passenger seats.

At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

Background

Between November 2010 and November 2015, AmSafe, Inc., produced certain buckle assemblies with an ejector base that was not manufactured to design specifications. Due to this manufacturing defect, the end release buckle in the ejector base can cause inadvertent release of the restraint when under load. This condition could cause loss of restraint during a turbulence event and result in injuries to passengers.

AmSafe, Inc., has issued AmSafe Service Bulletin 504443-25-02 Issue 10, dated February 10, 2016, to provide operators with procedures for inspecting and testing the buckle assembly for any defect, and replacing the ejector base if the buckle assembly is defective. Note that on Page 7 of the service information, the third and fourth sentences in paragraph 2.B.1. specify the following: "Figure 1 below shows a Buckle where the Connector is fully engaged. Figure 2 shows a Buckle where the Connector is not fully engaged." However, incorrect numbers were used to identify the figures in those sentences. The correct numbers are as follows: "Figure 3 below shows a Buckle where the Connector is fully engaged. Figure 4 shows a Buckle where the Connector is not fully engaged."

Recommendations

The FAA recommends accomplishing the procedures outlined in AmSafe Service Bulletin 504443-25-02 Issue 10, dated February 10, 2016, on airplanes having any affected part, at the earliest opportunity.

For Further Information Contact

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For Related Service Information Contact

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