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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Byte av säkerhetsbälten

**GÄLLER:** Bälten angivna i Pacific Scientific Service Bulletin 1108435-25-01 och Pacific Scientific Service Bulletin 1108460-25-01 daterade 28 april 1994.

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av FAA AD 94-21-06. Se även bifogad kopia av FAA brev daterat 8 december 1994.

**TID FÖR ÅTGÄRD:** Inom 90 dagar räknat från detta LVD's utgivningsdatum.

**UNDERLAG:** FAA AD 94-21-06 och däri angivna underlag.

**REFERENS:** FAA AD 94-21-06.

**UTGIVNINGS-DATUM:** 1995-01-05

**LFS: 1995:2**

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

## AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE  
REGULATORY SUPPORT DIVISION  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

**94-21-06 Pacific Scientific Company, HTL/KIN-TECH Division: Amendment 39-9048.**  
Docket 94-NM-73-AD.

**Applicability:** Lap belt assemblies and restraint systems, as listed in Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, and Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994; as installed on aircraft and rotorcraft, certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent the inability of passengers or crew to egress from their seats during an emergency situation, due to problems associated with the lap belt assembly, accomplish the following:

(a) Within 90 days after the effective date of this AD, remove the applicable lap belt assemblies and restraint systems, and replace them with new design assemblies in accordance with Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, or Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994, as applicable.

(b) As of a date 90 days after the effective date of this AD, no person shall install on any aircraft or rotorcraft a passenger or crew lap belt or restraint system (as listed in Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, and Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994) that incorporates the part number 1108435 "45 degrees" release lift lever buckle assembly, or the part number 1108460 "90 degrees" release lift lever buckle assembly.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

**NOTE:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The removal and replacement shall be done in accordance with Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, or Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from Pacific Scientific, HTL/KIN-TECH Division, 22715 Savi Ranch Parkway, P.O. Box 87019, Yorba Linda, California 92687; telephone (714) 283-0283; facsimile (714) 283-0819. Copies may be inspected at the FAA, Transport Airplane Directorate, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on November 25, 1994.

### FOR FURTHER INFORMATION CONTACT:

Layton Walker, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5339; Facsimile (310) 988-5210.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

LUFTFARTSINSEKTAT

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**Transport Airplane Directorate  
Aircraft Certification Service**

1601 Lind Avenue, S. W.  
Renton, Washington 98055-4056

DEC 8 1994

To: All Airworthiness Authorities

Subject: Information Regarding Defective Pacific Scientific Seat Belts

This is to inform you that on October 7, 1994, the Federal Aviation Administration (FAA) issued an Airworthiness Directive (AD) AD 94-21-06, Docket No. 94-NM-73-AD, Amendment 39-9048. The AD requires that certain Pacific Scientific lap belt assemblies and restraint systems be replaced with a different assembly. The AD also requires that all affected assemblies be replaced and removed from service by February 22, 1995 (90 days after the effective date of the AD).

The FAA is concerned that until the seat belts are replaced there is a possibility that, under emergency conditions the affected seat belts may not release from the buckle as designed. Therefore, it is prudent that until the affected seat belts are replaced the passengers and crewmembers should be advised of the proper method to release the seat belt buckle in case of an emergency.

As a result of this we request that you advise all operators within your jurisdiction that until they have complied with the requirements of AD 94-21-06, they should place special emphasis on informing the passengers and crewmembers before each flight about the need to align the buckle insert when lifting the buckle release lever to ensure easy release of the safety belts.

Ronald T. Wojnar  
Manager, Transport Airplane Directorate  
Aircraft Certification Service