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**SL 113A
SL 086/25-003A**

**FAA AD 2021-07-13, Global AMOC and Meggitt Service Bulletin -
Pacific Scientific Company Seat Restraint System Rotary Buckle
Assemblies**

NOTE

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**MU-2**

SERVICE LETTER

MITSUBISHI HEAVY INDUSTRIES, LTD.
NAGOYA AEROSPACE SYSTEMS WORKS
10 OYE-CHO, MINATO-KU, NAGOYA, JAPAN

JCAB T.C.: No. 113A

DATE: August 26, 2021

FAA T.C.: No. 086/25-003A

SUBJECT: FAA AD 2021-07-13, Global AMOC and Meggitt Service Bulletin – Pacific Scientific Company
Seat Restraint System Rotary Buckle Assemblies

MODELS AFFECTED: All MU-2B Airplanes equipped with shoulder harness restraint systems installed per
STC No. SA1751SW

This Mitsubishi Heavy Industries, Ltd. (MHI) Service Letter, No. 113 (JCAB) and No. 086/25-003 (FAA), is revised and issued to ensure that all MU-2 owners and operators have received the following important documents.

- Federal Aviation Administration (FAA) Airworthiness Directive (AD), AD 2021-07-13, dated March 25, 2021 and effective May 11, 2021
- Global Alternative Method of Compliance (AMOC) to AD 2021-07-13, dated June 29, 2021
- Meggitt Service Bulletin No. 25-1111432, Rev. 001, dated May 20, 2021

FAA AD 2021-07-13 applies to Pacific Scientific Company rotary buckle assemblies, P/N 1111475-01/-03, which are included in the shoulder harness modification installation approved under FAA Supplemental Type Certificate (STC) No. SA1751SW allowing installation of Pacific Scientific Flight Crew Restraint Systems on Mitsubishi MU-2B series aircraft.

According to FAA AD 2021-07-13 and Pacific Scientific Service Bulletin (SB) No. 25-1111432, dated May 22, 2007, certain rotary buckle assemblies manufactured between November 2004 and May 2007 may be susceptible to cracking potentially preventing a strap from releasing as intended when the buckle is rotated.

Since the issuance of FAA AD 2021-07-13, FAA has issued Global AMOC to FAA AD 2021-07-13 in response to Meggitt's request, and Meggitt has issued Service Bulletin No. 25-1111432, Rev. 001, dated May 20, 2021 providing updated reference to rotary buckle assemblies, P/N 1111475-01/-03.

MU-2 Service Letter

JCAB T.C.: No.113A

DATE: August 26, 2021

FAA T.C.: No.086/25-003A

If the aircraft has STC SA1751SW installed, owners and operators of the aircraft are required to inspect the buckle assemblies in accordance with Meggitt SB No. 25-1111432, Rev. 001, dated May 20, 2021 and replace buckles of the identified part number, if necessary. Inspection is simple and takes just a few minutes. MHI and MHIA recommend this be accomplished immediately and new buckles ordered and installed, if required. For questions and replacement parts, please contact Meggitt Customer Services and Support listed inside Service Bulletin No. 25-1111432, Rev. 001, dated May 20, 2021.

If the aircraft does not have STC SA1751SW installed, no action is required except to note that AD2021-07-13 does not apply.

MHI and MHIA strongly recommend that all MU-2 owners and operators comply with the FAA AD 2021-07-13.

If you have any questions related to the FAA STC No. SA1751SW, please contact MHIA at the following contact information:

Mitsubishi Heavy Industries America, Inc.

Aircraft Product Support Division

17304 Preston Road, Suite 1270, Dallas, Texas 75252

Tel: 972-934-5480 | Email: mu-2support@mhia.com | Website: www.mu-2aircraft.com

[Federal Register Volume 86, Number 64 (Tuesday, April 6, 2021)]

[Rules and Regulations]

[Pages 17703-17706]

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[FR Doc No: 2021-06979]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2013-0752; Product Identifier 2009-SW-44-AD; Amendment 39-21490; AD 2021-07-13]

RIN 2120-AA64

Airworthiness Directives; Pacific Scientific Company Seat Restraint System Rotary Buckle Assemblies

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Pacific Scientific Company rotary buckle assemblies (buckles). This AD requires inspecting each buckle including its buckle handle vane, and depending on the results, removing the buckle from service and installing an airworthy buckle. This AD also prohibits installing the affected buckles. This AD was prompted by several reports of cracked buckle handles. The actions of this AD are intended to address an unsafe condition on these products.

DATES: This AD is effective May 11, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain document listed in this AD as of May 11, 2021.

ADDRESSES: For service information identified in this final rule, contact Meggitt Services, 1785 Voyager Ave., Simi Valley, CA 93063, telephone 877-666-0712 or at CustomerResponse@meggitt.com. You may view the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. It is also available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2013-0752.

Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2013-0752; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD, any

service information that is incorporated by reference, any comments received, and other information. The street address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Kristi Bradley, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email kristin.bradley@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA issued a supplemental notice of proposed rulemaking (SNPRM) to amend 14 CFR part 39 by adding an AD that would apply to Pacific Scientific Company buckle part numbers (P/Ns) 1111430 and 1111475, all dash numbers. The SNPRM published in the Federal Register on September 24, 2020 (85 FR 60100). The FAA preceded the SNPRM with a notice of proposed rulemaking (NPRM) that published in the Federal Register on September 5, 2013 (78 FR 54594). The NPRM proposed to require inspecting each buckle for a crack and the thickness of the buckle handle vane. Depending on the inspection results, the NPRM proposed to require replacing the buckle. The NPRM also proposed to prohibit installing an affected buckle on any helicopter or airplane. The SNPRM proposed to the same requirements except with longer compliance times to accomplish the inspections. The SNPRM also corrected the name of Pacific Scientific Aviation Services to Pacific Scientific Company, updated the estimated costs of compliance, edited the Applicability paragraph by adding a note to clarify that an affected buckle could be included as a component of a different part-numbered restraint system assembly and reference Appendix 1 of Pacific Scientific Service Bulletin SB 25-1111432, dated May 22, 2007 (SB 25-1111432), which lists the P/Ns of potentially affected restraint systems, updated the names of certain potentially-affected Type Certificate holders, and updated the contact information name and contact information from Pacific Scientific Aviation Services to Meggitt Services.

The NPRM was prompted by EASA AD 2007-0256, dated September 19, 2007, issued by EASA, which is the Technical Agent for the Member States of the European Union, to correct an unsafe condition for certain Pacific Scientific Company Seat Restraint System Plastic Rotary Buckle Handles. According to EASA, Pacific Scientific Company reported several instances of cracked handles on certain buckles with a date of manufacture from November 2004 through May 2007. Testing on buckles with a cracked handle indicated that in some circumstances, a load placed on the restraint system prevents a strap from releasing as intended when the buckle is rotated. EASA states in its AD that this failure to release is possible when a passenger weighs more than 50 kg (approximately 110 lbs.) and an aircraft is upside down.

Comments

After the SNPRM was published, the FAA received comments from two commenters.

Request for Credit

NetJets QC requested that this AD allow credit for compliance with Cessna Citation Service Letter (SL) 560-25-09, Cessna Citation SL560XL-25-10, or Cessna Citation SL750-25-15, each dated December 10, 2007. NetJets QC also requested that provisions be written in the AD for logbook/Illustrated Parts Catalog (IPC) research sign-off, since these buckles may not be installed on newly-manufactured aircraft.

The FAA disagrees with both requests. This AD is an appliance AD that applies to Pacific Scientific Company buckles P/Ns 1111430 and 1111475, all dash numbers, without regard to date of manufacture, whereas each SL distinguishes the affected parts by date of manufacture. If an affected buckle is not installed on an aircraft, then this AD does not apply, and credit and provisions are not necessary to relieve this AD's requirements for the concerned aircraft. However, this AD does not prohibit using maintenance records to determine if an affected buckle is installed. Using an IPC is not an acceptable method to determine an aircraft's configuration.

Addition of MU-2B Aircraft

Mitsubishi Heavy Industries America, Inc. (MHIA) suggested that the FAA add "Mitsubishi MU-2B series aircraft" to the list of aircraft models that could be affected by this AD. MHIA stated that Mitsubishi Heavy Industries, Ltd., holds Supplemental Type Certificate No. SA1751SW, which allows installation of certain affected buckles on Mitsubishi MU-2B series aircraft.

The FAA partially agrees. The FAA agrees that affected buckles could be installed on Mitsubishi Heavy Industries, Ltd., Model MU-2B series airplanes; however, the applicability only identifies possible installations on airplanes and helicopters by "make" and not "models." Accordingly, the FAA has added Mitsubishi Heavy Industries, Ltd., to the list of airplanes that affected buckles could be installed on in the applicability of this final rule.

Extension of Compliance Time

MHIA requested extending the compliance time to at least 12 months, as replacement parts could be in short supply. MHIA states that it has attempted to contact the product support representative at Meggitt Services located in Simi Valley, CA in order to obtain additional technical information; however, no formal response had been received from Meggitt Services when MHIA submitted this comment on November 9, 2020. MHIA expressed concern that with limited support from Meggitt Services, owners and operators of affected airplanes will have difficulty meeting the compliance requirements because of a potential lack of sufficient replacement parts.

The FAA acknowledges MHIA's concern about contacting Meggitt Services and has re-confirmed that its contact information is accurate. The FAA disagrees with changing the compliance time to inspect an affected buckle handle for a crack from 6 months to 12 months based on a potential lack of sufficient replacement parts. The FAA has not received any information to indicate that there is an insufficient number of replacement parts that would necessitate extending the compliance time from that stated in the proposed AD.

FAA's Determination

These products have been approved by EASA and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with the European Union, EASA has notified the FAA of the unsafe condition described in its AD. The FAA is issuing this AD after evaluating all of the information provided by EASA and determining the unsafe condition exists and is likely to exist or develop on other products and that air safety and the public interest require adopting the AD requirements as proposed with the changes described previously. These changes are consistent with the intent of the proposal in the SNPRM and will neither increase the economic burden on any operator nor increase the scope of this AD.

Differences Between This AD and the EASA AD

The EASA AD applies to certain buckles used on certain restraint systems that are known to be installed on, but not limited to, certain Eurocopter (now Airbus Helicopters) model helicopters. The applicability of the EASA AD is limited to rotorcraft only and is not intended for airplanes. Since the

affected buckles may be installed in other aircraft resulting in the same unsafe condition, this AD applies to the same certain buckles, which may be installed on but not limited to certain airplanes and helicopters. This AD does not require returning the unairworthy buckle assembly to the manufacturer, and this AD does not apply to spare parts that are not installed on an aircraft. Also, this AD applies to buckle P/Ns 1111430 and 1111475, all dash numbers, and is not dependent on the restraint P/Ns. The EASA AD requires inspecting the buckles within 30 days, whereas this AD requires inspecting the buckle handle for a crack within 6 months and the buckle handle vane thickness within 12 months instead. The EASA AD requires a repetitive inspection of each buckle for cracks before any flight for up to 6 months following the effective date of the EASA AD until the buckle is replaced. This AD does not require an inspection for cracks before any flight for the 6 months until the affected buckles are replaced. The EASA AD identifies suspect parts by date of manufacture, and this AD does not. Finally, the EASA AD allows for marking a seat as “un-operative” and this AD does not.

Related Service Information Under 1 CFR Part 51

The FAA reviewed SB 25-1111432, which specifies inspecting each buckle P/Ns 1111430-XX and 1111475-XX with a date of manufacture between November 2004 and May 2007, to identify whether the handle is one susceptible to cracking by checking the P/N on the reverse side of the buckle assembly or by measuring the thickness of the handle vane. If the buckle is identified as a “suspect” buckle, this service information provides procedures for removing the buckle and replacing it with an acceptable buckle. Information in this service information also advises that buckles with a cracked handle should be removed from service immediately.

This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

Costs of Compliance

The FAA estimates that this AD will affect 1,435 restraint systems installed on aircraft of U.S. Registry. Labor rates are estimated at \$85 per work-hour. Based on these numbers, the FAA estimates that operators may incur the following costs in order to comply with this AD.

Inspecting a buckle costs a minimal amount and takes a nominal amount of time. Replacing a buckle takes about 0.5 work-hour and parts cost about \$636 for an estimated cost of \$679 per buckle and up to \$974,365 for the U.S. fleet.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on helicopters identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive:



AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2021-07-13 Pacific Scientific Company: Amendment 39-21490; Docket No. FAA-2013-0752; Product Identifier 2009-SW-44-AD.

(a) Applicability

This airworthiness directive (AD) applies to Pacific Scientific Company rotary buckle assembly (buckle), part numbers (P/Ns) 1111430 and 1111475, all dash numbers. These buckles may be installed on but not limited to Bombardier Inc., Learjet Inc., Mitsubishi Heavy Industries, Ltd., Textron Aviation, Inc. (Type Certificate (TC) previously held by Cessna Aircraft Company), and Viking Air Limited (TC previously held by de Havilland, Inc.) model airplanes and Airbus Helicopters (TC previously held by Eurocopter France) model helicopters, certificated in any category.

Note 1 to paragraph (a): The rotary buckle may be included as a component of a different part-numbered restraint system assembly. Pacific Scientific Service Bulletin SB 25-1111432, dated May 22, 2007 (SB 25-1111432), Appendix 1, includes a list of these restraint system P/Ns.

(b) Unsafe Condition

This AD defines the unsafe condition as a cracked rotary buckle handle, which could prevent a strap from releasing as intended when the buckle is rotated.

(c) Effective Date

This AD becomes effective May 11, 2021.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) Within 6 months, inspect the buckle handle for a crack. If the buckle handle is cracked, before further flight, remove the buckle as depicted in Figure 5 and by following the Procedures, paragraph 9, of SB 25-1111432, and replace it with an airworthy buckle, except you are not required to return the removed buckle to Pacific Scientific.

(2) Within 12 months, measure the thickness of the buckle handle vane as depicted in Figure 3 of SB 25-1111432. If the handle vane thickness is 0.125 inch or greater, before further flight, remove the buckle from service and replace it with an airworthy buckle.

(3) As of the effective date of this AD, do not install a buckle or a restraint system with a buckle, P/N 1111430 or 1111475, all dash numbers, with a handle vane thickness of 0.125 inch or greater on any airplane or helicopter.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kristi Bradley, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email 9-AVS-AIR-730-AMOC@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2007-0256, dated September 19, 2007. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2013-0752.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 2500, Cabin Equipment/Furnishings.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Pacific Scientific Service Bulletin SB 25-1111432, dated May 22, 2007.

(ii) [Reserved]

(3) For service information identified in this AD, contact Meggitt Services, 1785 Voyager Ave., Simi Valley, CA 93063, telephone 877-666-0712 or at CustomerResponse@meggitt.com.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on March 25, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-06979 Filed 4-5-21; 8:45 am]



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

Aviation Safety

10101 Hillwood Parkway
Fort Worth, TX 76177

AIR-730-21-207

June 29, 2021

Elias Shamos
ATTN: Henry D. Dimalanta – Product Support
1915 Voyager Avenue
Simi Valley, California 93063

Subject: Global Alternative Method of Compliance (AMOC) to Airworthiness Directive (AD)
2021-07-13, Docket Number 2009-SW-44-AD

Dear Mr. Shamos,

The Federal Aviation Administration (FAA) has received your letter dated May 30, 2021 requesting FAA approval of a global AMOC to AD 2021-07-13. AD 2021-07-13 requires operators inspect Pacific Scientific Company (now Meggitt Services) rotary buckle assembly part numbers (P/N) 1111430 and 1111475 for cracking and to measure the buckle handle vane thickness. Depending on the results of these inspections, the AD requires removing the buckles from service and installing an airworthy buckle.

You are proposing an AMOC to the Required Actions in paragraph (e) of AD 2021-07-13, which requires inspecting each buckle for cracks and its buckle handle vane thickness, removing suspect buckles, and also prohibits installing an affected part with a handle vane thickness of 0.125 inch or greater on any airplane or helicopter.

You request an AMOC to paragraph (e)(1) to first inspect the buckle for a blue logo or if the buckle is a metal configuration. If it has a blue logo or is a metal configuration, no further inspections per (e)(1) and (e)(2) are required. Assemblies with a blue logo or made of a metal buckle configuration demonstrate an acceptable level of safety to comply with AD 2021-07-13.

You request an AMOC to change paragraph (e)(3) to, as of the effective date of this AD, do not install a buckle or a restraint system with a buckle, P/N 1111430 or 1111475, all dash numbers, unless it has a blue logo, is made from a metal assembly, or has a handle vane thickness of less than 0.125 inch on any airplane or helicopter.

You also request the FAA acknowledge that suspect buckle assemblies would not be installed onto post 2007 Restraint Assemblies. Additionally, you request that the FAA use and recognize Meggitt Service Bulletin (SB) 25-1111432 Revision 001 dated May 20, 2021 to identify post 2007 Restraint Assemblies to eliminate the unsafe condition of units in the field.

Your request is based on reports that the unsafe condition was the result of a quality issue in two batches of plastic buckle assembly handles. Pacific Scientific Company contained the issue by purging the inventory of the affected batches, and releasing a design change to create a visual identification method for identifying suspect buckles. In this case, the logo was changed from a yellow logo (suspect buckle) to a blue logo (acceptable buckle) on the buckle assembly drawings. Since the time of this design change, you stated there have been no further reports of cracking in buckles having the blue logo or made of a metal buckle configuration.

The International Validation Branch partially approves your AMOC proposal. The International Validation Branch approves your proposed AMOC to paragraph (e) of AD 2021-07-13 as described above to demonstrate an acceptable level of safety to the AD based on the buckle having a blue logo or being made of a metal buckle configuration. The FAA denies your request to demonstrate compliance based on which restraint assembly it is installed on as described in Meggitt SB 25-1111432 Revision 001. AD 2021-07-13 is an appliance AD against the buckle and not the restraint assembly, and the unsafe condition is independent of the higher-level product it is installed on.

In accordance with FAA Order 8110.103B, the following conditions apply:

- This AMOC applies to aircraft which install Pacific Scientific Company rotary buckle assembly, P/N1111430 and 1111475, all dash numbers.
- This AMOC is transferable with the aircraft to an operator who operates the aircraft under U.S. registry.
- Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local Flight Standards District Office/Certificate Holding District Office. The preceding paragraph also applies to any applicable foreign-registered aircraft upon transfer of the aircraft to the U.S. registry if compliance with the AMOC has not been accomplished.
- All provisions of AD 2021-07-13 that are not specifically referenced above remain fully applicable and must be complied with accordingly.
- This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA. A copy of this response will be forwarded to the CAA where these aircraft are registered for their consideration.

If you have any questions or need additional information, please contact Kristin Bradley by telephone at (817)222-5485 or by email at kristin.bradley@faa.gov.

Sincerely,

For Anthony E. Gallo
Manager, International Validation Branch (AIR-730)
Compliance and Airworthiness Division
Aircraft Certification Service

SERVICE BULLETIN

CHAPTER 25 - EQUIPMENT/FURNISHINGS

Information Regarding the Potential Failure of the Guarded Rotary Buckles with Plastic Handles PNR 1111430-XX and PNR 1111475-XX

Export Compliance Statement :

Export of this technology is controlled under the United States Export Administration Regulations (EAR) (15 CFR 730-774). An export license may be required before it is used for development, production, or use by foreign persons from specific countries. The controller of this data has the individual responsibility to abide by all export laws. ECCN: 9E991.

This manual is published by Meggitt Safety Systems, Inc. (CAGE Code = 45402) DBA Pacific Scientific HTL.

1. PLANNING INFORMATION

A. Effectivity

- (1) This Service Bulletin (SB) revision is a response to Federal Aviation Administration (FAA) Airworthiness Directive (AD) 2021-07-13. Meggitt requested, and is granted, an approved FAA Global AMOC (Alternate Method of Compliance) of which this SB will serve to detail and provide FAA recognized methods of AD compliance.
- (2) This SB will detail that all restraint systems with BLUE logo rotary buckles or metal configurations are inherently compliant to FAA AD 2021-07-13 per AMOC dated June 29, 2021.
- (3) This SB will detail all applicable Restraint Systems that use Buckle Assemblies previously identified for potential unsafe cracking handle conditions. Please refer to Table 1 for a list of all Buckle Assemblies and their corresponding Restraint Systems that were deemed applicable by FAA AD 2021-07-13 per AMOC dated June 29, 2021.
- (4) This SB will provide clarification, new images, and details for inspection of suspect buckle assemblies. This SB will provide optional tooling information, disassembly and assembly procedures, and contact information.

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(5) Part Numbers :

- (a) Refer to Table 1 for the affected top level restraint system part numbers.
- (b) Refer to Table 2 for the PNR 1111430-XX and PNR 1111475-XX plastic buckle assemblies that are suspected of containing the defective cracking issue and must be checked.

Table 1
Affected Restraint System PNRs

Restraint System PNRs	Buckle Assembly PNRs	Restraint System PNRs	Buckle Assembly PNRs
0108084-05	1111430-13	2000013-11-001	1111475-01
0108084-07	1111430-11	2000013-13-001	1111475-03
0108092-01	1111430-53	2000014-01	1111475-01
0108092-03	1111430-51	2000014-03	1111475-03
0108904-01	1111430-51	2000014-05	1111475-05
0108904-03	1111430-53	2000014-21	1111475-01
0108904-05	1111430-55	2000014-23	1111475-03
0108904-27	1111430-53	2000014-81	1111475-01
0108904-301	1111430-51	2000014-83	1111475-03
0108904-303	1111430-53	2000021-01-001	1111475-61
0108904-53	1111430-51	2000021-03-001	1111475-63
0108904-55	1111430-53	2000021-05-001	1111475-65
0108904-57	1111430-51	2000029-01	1111475-01
0108904-67	1111430-51	2000029-03	1111475-03
0108904-69	1111430-53	2000029-101	1111475-01
0108904-71	1111430-55	2000029-103	1111475-03
0108904-91	1111430-51	2000029-11	1111475-01
0108904-93	1111430-53	2000029-111	1111475-01
0108904-95	1111430-55	2000029-121	1111475-01

SB 25-1111432

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Table 1 (Continued)
Affected Restraint System PNRs

Restraint System PNRs	Buckle Assembly PNRs	Restraint System PNRs	Buckle Assembly PNRs
0108904-97	1111430-53	2000029-123	1111475-03
0108910-05	1111475-11	2000029-125	1111475-05
0108910-07	1111475-13	2000029-13	1111475-03
0111061-01	1111475-03	2000029-131	1111475-01
0111061-01-001	1111475-01	2000029-133	1111475-03
0111061-25-001	1111475-05	2000029-21	1111475-01
0111061-35-001	1111475-05	2000029-23	1111475-03
0111061-515-001	1111475-05	2000029-31	1111475-01
0118013-01	1111430-13	2000029-33	1111475-03
0118013-11	1111430-33	2000029-41	1111475-01
0118018-01	1111430-13	2000029-43	1111475-03
0118026-05	1111475-05	2000029-51	1111475-11
0118030-01	1111430-13	2000029-53	1111475-13
0118030-03	1111430-13	2000029-55	1111475-15
0118030-05	1111466-23	2000029-61	1111475-01
0118030-07	1111475-83	2000029-71	1111475-01
0118030-300	1111475-83	2000029-73	1111475-03
0118037-01	1111475-11	2000029-81	1111475-01
0118037-01-001	1111475-11	2000032-01	1111475-01
0118037-01-048	1111475-11	2000032-03	1111475-03
0118037-03	1111475-13	2000037-05	1111475-05
0118037-03-001	1111475-13	2000039-01	1111475-01
0118037-03-048	1111475-13	2000039-05	1111475-05
0118038-01	1111475-05	2000039-07	1111475-01

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Table 1 (Continued)
Affected Restraint System PNRs

Restraint System PNRs	Buckle Assembly PNRs	Restraint System PNRs	Buckle Assembly PNRs
0118038-11	1111475-05	2000039-11	1111475-01
0118041-05	1111475-15	2000039-13	1111475-03
0118046-05-044	1111475-05	2000039-15	1111475-05
0118046-05-059	1111475-05	2000040-01	1111475-01
0118047-05-044	1111475-05	2000040-03	1111475-03
0118047-05-059	1111475-05	2000052-03	1111475-03
0118050-03	1111475-13	2000052-03-001	1111475-03
1106188-01	1111475-01	2000058-01	1111475-01
1106188-03	1111475-03	2000066-01-001	1111475-11
1106188-05	1111475-01	2000067-01	1111475-01
1106188-05	1111475-03	2000067-01-001	1111475-01
1106188-07	1111475-01	2000067-03	1111475-03
1106188-07	1111475-03	2000067-05	1111475-05
1106193-03	1111475-03	2000067-11	1111475-71
1106193-11	1111475-01	2000067-13	1111475-73
1106193-13	1111475-03	2000067-15	1111475-75
1106193-21	1111475-01	2000067-21	1111475-01
1106193-23	1111475-03	2000067-23	1111475-03
1106193-31	1111475-01	2000067-25	1111475-05
1106193-33	1111475-03	2000067-31	1111475-01
1106193-41	1111475-01	2000067-33	1111475-03
1106193-43	1111475-03	2000067-35	1111475-05
1106193-51	1111475-01	2000067-41	1111475-01
1106193-53	1111475-03	2000067-43	1111475-03

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Table 1 (Continued)
Affected Restraint System PNRs

Restraint System PNRs	Buckle Assembly PNRs	Restraint System PNRs	Buckle Assembly PNRs
1106193-61	1111475-01	2000067-45	1111475-05
1106193-63	1111475-03	2000068-03	1111475-03
1109007-03-001	1111475-03	2000083-01-001	1111475-01
1109012-01-001	1111475-01	2000083-03-001	1111475-03
1109012-03-001	1111475-03	2000091-05-001	1111475-05
1109015-01-001	1111475-01	2000091-15-001	1111475-05
1109015-03-001	1111475-03	2000092-01-001	1111475-01
1109026-01-001	1111475-01	2000092-03-001	1111475-03
1109026-11-001	1111475-01	2000097-01	1111475-01
1109026-31-001	1111475-01	2000097-03	1111475-03
1109026-41-001	1111475-01	2000097-05	1111475-05
1109026-51-001	1111475-01	2000097-11	1111475-01
1109026-61-001	1111475-01	2000097-13	1111475-03
1109042-01-001	1111475-01	2000097-15	1111475-05
1109050-01-001	1111475-01	2000100-11	1111430-11
1109050-11-001	1111475-01	2000100-13	1111430-13
1109051-01-001	1111475-01	2000104-03-226	1111475-03
1111131-01	1111475-01	2000104-23-001	1111475-03
1111131-03	1111475-03	2000104-23-226	1111475-03
1111136-05	1111475-05	2000104-33-226	1111475-03
1111136-15	1111475-15	2000104-43-226	1111475-03
1111136-17	1111475-15	2000107-05	1111475-05
1111147-01-001	1111475-01	2000107-15	1111475-05
1111147-03-001	1111475-03	2000107-23	1111475-03

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Table 1 (Continued)
Affected Restraint System PNRs

Restraint System PNRs	Buckle Assembly PNRs	Restraint System PNRs	Buckle Assembly PNRs
1111148-01-001	1111475-01	2000107-33	1111475-03
1111148-03-001	1111475-03	2000107-35	1111475-05
1111148-05-001	1111475-05	2000108-01-001	1111475-01
1111150-01-001	1111475-01	2000108-03-001	1111475-03
1111150-03-001	1111475-03	2000108-11-001	1111475-01
1111150-11-001	1111475-01	2000108-13-001	1111475-03
1111150-13-001	1111475-03	2000108-15-001	1111475-05
1111150-15-001	1111475-05	2000111-01	1111475-01
1111151-01	1111475-01	2000111-03	1111475-03
1111151-03	1111475-03	2000114-01-001	1111475-01
1111158-03-226	1111475-03	2000114-03-001	1111475-03
1111158-11-001	1111475-01	2000114-05-001	1111475-05
1111158-13-001	1111475-03	2000114-11-001	1111475-01
1111160-01	1111475-01	2000114-13-001	1111475-03
1111160-03	1111475-03	2000114-15-001	1111475-05
1111168-05-001	1111475-05	2000114-21-001	1111475-01
1117119-01	1111430-51	2000114-23-001	1111475-03
1117119-03	1111430-53	2000114-31-001	1111475-01
1117119-05	1111430-51	2000114-41-001	1111475-01
1117119-07	1111430-53	2000114-43-001	1111475-03
1117119-09	1111430-51	2000114-51-001	1111475-01
1117119-11	1111430-53	2000114-53-001	1111475-03
1117119-51	1111430-51	2000114-61-001	1111475-01
1117119-53	1111430-53	2000114-71-001	1111475-01

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Table 1 (Continued)
Affected Restraint System PNRs

Restraint System PNRs	Buckle Assembly PNRs	Restraint System PNRs	Buckle Assembly PNRs
1117119-55	1111430-51	2000114-73-001	1111475-03
1117119-57	1111430-53	2000115-01	1111475-01
1117148-01	1111430-11	2000115-03	1111475-03
1117148-03	1111430-13	2000115-101	1111475-01
1117148-05	1111430-11	2000115-103	1111475-03
1117148-07	1111430-13	2000115-11	1111475-01
1117148-09	1111430-11	2000115-111	1111475-01
1117148-101	1111430-11	2000115-113	1111475-03
1117148-103	1111430-13	2000115-115	1111475-05
1117148-11	1111430-13	2000115-121	1111475-01
1117148-13	1111430-15	2000115-123	1111475-03
1117148-133	1111430-11	2000115-125	1111475-05
1117148-15	1111430-11	2000115-13	1111475-03
1117148-17	1111430-13	2000115-21	1111475-01
1117148-21	1111430-11	2000115-23	1111475-03
1117148-23	1111430-13	2000115-31	1111475-01
1117148-27	1111430-11	2000115-33	1111475-03
1117148-29	1111430-13	2000115-41	1111475-01
1117148-33	1111430-11	2000115-43	1111475-03
1117148-35	1111430-13	2000115-51	1111475-11
1117148-39	1111430-11	2000115-53	1111475-13
1117148-41	1111430-13	2000115-55	1111475-15
1117181-01	1111475-01	2000115-61	1111475-01
1117181-03	1111475-03	2000115-63	1111475-03

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Table 1 (Continued)
Affected Restraint System PNRs

Restraint System PNRs	Buckle Assembly PNRs	Restraint System PNRs	Buckle Assembly PNRs
1117185-01-001	1111475-11	2000115-71	1111475-01
1117185-01-058	1111475-11	2000115-73	1111475-03
1117185-01-061	1111475-11	2000115-81	1111475-01
1117185-03-061	1111475-13	2000115-83	1111475-03
1117186-01-001	1111475-11	2000115-91	1111475-01
1117186-01-044	1111475-11	2000115-93	1111475-03
1117186-01-048	1111475-11	2000115-95	1111475-05
1117186-01-061	1111475-13	2000124-103-001	1111475-03
1117186-01-065	1111475-11	2000124-21-001	1111475-01
1117186-01-066	1111475-11	2000124-23-001	1111475-03
1117186-03-001	1111475-13	2000124-31-001	1111475-01
1117186-03-044	1111475-13	2100011-01	1111475-01
1117186-03-048	1111475-13	2100011-03	1111475-03
1117186-03-061	1111475-13	2100023-01-001	1111475-01
1117186-03-065	1111475-13	2100023-01-048	1111475-01
1117186-03-066	1111475-13	2100023-01-136	1111475-01
1117188-01	1111475-01	2100023-03-001	1111475-03
1117188-03	1111475-03	2100023-05-001	1111475-05
1117189-01-001	1111475-01	2100023-05-136	1111475-05
1117189-01-01	1111475-01	2100023-11-001	1111475-05
1117189-03-01	1111475-03	2100023-11-141	1111475-01
1117189-05-01	1111475-05	2100023-13-001	1111475-03
1117189-11-01	1111475-01	2100023-13-141	1111475-03
1117189-13-01	1111475-03	2100023-15-001	1111475-05

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Table 1 (Continued)
Affected Restraint System PNRs

Restraint System PNRs	Buckle Assembly PNRs	Restraint System PNRs	Buckle Assembly PNRs
1117189-15-01	1111475-05	2100023-21-058	1111475-01
1117423-01	1111430-11	2100023-23-058	1111475-03
1117423-03	1111430-13	2100025-01-001	1111475-01
1117423-13	1111430-11	2100025-01-066	1111475-01
1117423-15	1111430-13	2100025-01-104	1111475-01
2000001-01	1111475-01	2100025-01-243	1111475-01
2000001-01-001	1111475-01	2100025-03-001	1111475-03
2000001-03	1111475-03	2100025-03-066	1111475-03
2000001-03-001	1111475-03	2100025-03-104	1111475-03
2000013-01	1111475-01	2100025-03-243	1111475-03
2000013-01-001	1111475-01	2100025-11-001	1111475-01
2000013-03	1111475-03	2100025-13-001	1111475-03
2000013-03-001	1111475-03	2100054-05-001	1111475-05

Table 2
Applicable PNR 1111430-XX and PNR 1111475-XX Buckle Assemblies

Buckle Assembly PNRs	Description
1111430-11	ROTARY BUCKLE ASSY
1111430-13	ROTARY BUCKLE ASSY
1111430-15	ROTARY BUCKLE ASSY
1111430-31	ROTARY BUCKLE ASSY
1111430-33	ROTARY BUCKLE ASSY
1111430-35	ROTARY BUCKLE ASSY
1111430-51	ROTARY BUCKLE ASSY
1111430-53	ROTARY BUCKLE ASSY

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Table 2 (Continued)
Applicable PNR 1111430-XX and PNR 1111475-XX Buckle Assemblies

Buckle Assembly PNRs	Description
1111430-55	ROTARY BUCKLE ASSY
1111475-01	ROTARY BUCKLE, BLACK, RH, GUARDED
1111475-03	ROTARY BUCKLE, BLACK, LH, GUARDED
1111475-05	ROTARY BUCKLE, BLACK, CF, GUARDED
1111475-11	ROTARY BUCKLE ASSY
1111475-13	ROTARY BUCKLE ASSY
1111475-15	ROTARY BUCKLE ASSY
1111475-65	ROTARY BUCKLE ASSY
1111475-71	ROTARY BUCKLE ASSY (RH FIXED)
1111475-73	ROTARY BUCKLE ASSY (LH FIXED)
1111475-75	ROTARY BUCKLE ASSY (CROTCH FIXED)
1111475-81	ROTARY BUCKLE
1111475-83	ROTARY BUCKLE
1111475-85	ROTARY BUCKLE

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B. Applicability

- (1) Owners or operators of Meggitt Safety Systems, Inc. Restraint Systems [Pacific Scientific HTL] using specific configurations of Buckle Assembly Part Numbers 1111430-XX and 1111475-XX (refer to Table 1 and Table 2)

C. Concurrent Requirements

- (1) Not applicable.

D. Reason

- (1) SUMMARY :
 - (a) This SB informs operators that the guarded rotary buckle plastic handles (specific configurations of PNR 1111430-XX and PNR 1111475-XX) are susceptible to cracking.
 - (b) Meggitt Safety Systems, Inc. received field reports in 2006/2007 of several instances of cracking on the guarded rotary buckle plastic handle. The buckle assemblies were returned to and examined by Meggitt had large, readily apparent cracks throughout the plastic buckle handle.
 - (c) After the initial incidence, there have been no indications of reported field failures. The condition has only appeared as infant mortality.

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E. Description

(1) DISCUSSION :

- (a) The FAA issued a supplemental notice of proposed rulemaking (SNPRM) to amend 14 CFR part 39 by adding an AD that would apply to Pacific Scientific Company buckle part numbers 1111430 and 1111475, all dash numbers. The SNPRM published in the Federal Register on September 24, 2020 (85 FR 60100). The FAA preceded the SNPRM with a notice of proposed rulemaking (NPRM) that published in the Federal Register on September 5, 2013 (78 FR 54594).
- (b) The NPRM proposed to require inspecting each buckle for a crack and the thickness of the buckle handle vane. Depending on the inspection results, the NPRM proposed to require replacing the buckle. The NPRM also proposed to prohibit installing an affected buckle on any helicopter or airplane. The SNPRM proposed to the same requirements except with longer compliance times to accomplish the inspections.
- (c) The SNPRM also corrected the name of Pacific Scientific Aviation Services to Pacific Scientific Company, updated the estimated costs of compliance, edited the Applicability paragraph by adding a note to clarify that an affected buckle could be included as a component of a different part-numbered restraint system assembly and reference Appendix 1 of Pacific Scientific SB 25-1111432, dated May 22, 2007 (SB 25-1111432), which lists the PNRs of potentially affected restraint systems, updated the names of certain potentially-affected Type Certificate holders, and updated the contact information name and contact information from Pacific Scientific Aviation Services to Meggitt Aftermarket Services.
- (d) The NPRM was prompted by EASA AD 2007-0256, dated September 19, 2007, issued by EASA, which is the Technical Agent for the Member States of the European Union, to correct a potential unsafe condition for certain Pacific Scientific Company Seat Restraint System with Rotary Buckle Plastic Handles. According to EASA, Pacific Scientific Company reported several instances of cracked handles on certain buckles with a date of manufacture from November 2004 through May 2007. Testing on buckles with a cracked handle indicated that in some circumstances, a load placed on the restraint system prevents a strap from releasing as intended when the buckle is rotated. EASA states in its AD that this failure to release is possible when a passenger weighs more than 50 kg (approximately 110 lbs.) and an aircraft is upside down.

(2) SUMMARY :

- (a) In review and analysis of the evidences and data gathered from the investigation, Meggitt had determined that this cracking is caused by a material process issue, and suspect handles are subject to removal from service in 2007.

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(3) CONCLUSION AND CORRECTIVE ACTIONS :

- (a) Based on the analysis, Meggitt had concluded that cracked plastic handles indicates that in some circumstances when a load is placed on the restraint system, the straps may not release as intended when the buckle is rotated. Meggitt recommends the immediate replacement of the affected buckle assemblies.
- (b) Buckles produced or repaired after May 2007 are marked with a BLUE logo on the center button. These buckles are acceptable and inherently compliant to FAA AD 2021-07-13 per AMOC dated June 29, 2021, and therefore do not require replacement or any additional actions.
- (c) Metal handles are acceptable and inherently compliant to FAA AD 2021-07-13 per AMOC dated June 29, 2021 and do not require replacement.
- (d) This SB does not affect other types of Pacific Scientific plastic or metal buckle handles.

(4) SUGGESTED OPERATOR ACTION :

NOTE 1 : Any buckle assembly with a BLUE center logo button is inherently compliant with FAA AD 2021-07-13 per AMOC dated June 29, 2021.

NOTE 2 : The inspection recommendation is only applicable for plastic buckle assemblies with a GOLD or YELLOW center logo. Refer to Figure 2 on page 18 for differences between GOLD or YELLOW center logo buttons and BLUE center logo buttons.

- (a) Operators should refer to Table 1 to check if their used and unused restraint system is applicable to the FAA AD 2021-07-13 per AMOC dated June 29, 2021. This also applies to restraint systems in storage.
- (b) Operators should check if their buckle assembly has a BLUE center logo button. If so, then the buckle assembly is inherently compliant with FAA AD 2021-07-13 per AMOC dated June 29, 2021.

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- (c) Operators that are not able to verify the above conditions (a) or (b), should inspect each buckle assembly included in Table 2 to identify whether the handle is compliant to FAA AD 2021-07-13 per AMOC dated June 29, 2021. Refer to paragraph B. on page 17 for inspection instructions.

NOTE : Any buckle assemblies with a cracked handle vane should be removed from service immediately.

- (d) Inspect the buckle for one or more of the following conditions :
- 1 The thickness of the handle vane is greater than 0.125 inches at the top edge
 - 2 The buckle assembly is cracked
 - 3 The buckle assembly is not cracked, but contains a GOLD or YELLOW center logo with handle vane greater than 0.125 inches in thickness at the top edge
- (e) If the buckle meets one or more of the conditions in step (d), the following actions are required :
- 1 Remove the buckle assembly and return to Meggitt for Overhaul/SB Application. Refer to paragraph 4.D. for disassembly.
 - 2 Remove the restraint assembly and return to Meggitt for Overhaul/SB Application.
 - 3 Replace the buckle assembly or restraint assembly with a spare, new, or repaired compliant buckle assembly or restraint assembly.
 - 4 Contact Meggitt for return instructions.

2. INDUSTRY SUPPORT STATEMENTS

A. Warranty Information

- (1) These buckle assemblies are no longer in warranty.

B. Compliance

- (1) Compliance with this SB is mandatory for the restraint systems which contain suspect handles as per FAA AD 2021-07-13 per AMOC dated June 29, 2021.

C. Approval

- (1) This SB has been reviewed and approved by FAA.

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D. Manpower

- (1) The manpower estimate is for direct labor only. The estimate does not include lost time.
- (2) Adjust the estimate with operator man-hour data if necessary.
- (3) The time required for the inspection described in section 4.B. of this SB is estimated to be :
 - (a) 0.1 man-hours to inspect and replace the buckle assembly from the system.

E. Weight and Balance

- (1) Not applicable.

F. Electrical Load Data

- (1) Not applicable.

G. Software Accomplishments Summary

- (1) Not applicable.

H. References

- (1) Not applicable.

I. Other Publications Affected

- (1) ACMM 25-11-59

J. Interchangeability

- (1) Not applicable.

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3. MATERIAL INFORMATION

A. Material – Price and Availability

- (1) The replacement buckle assembly will not be provided free of charge.
- (2) Please contact Meggitt for information regarding parts availability.

B. Industry Support Information – Warranty

- (1) Restraint systems returned for repair will have the affected buckle replaced at cost.
- (2) There are no additional warranty provisions related to this bulletin.

C. Material Necessary for Each Component

- (1) Not applicable.

D. Material Necessary for Each Spare

- (1) Not applicable.

E. Re-identified Parts / Existing Parts Accountability

- (1) No mandatory re-identification of parts is required upon inspection and/or modification, however, each individual operator may mark the buckles according to their own quality system standards.

F. Special Tooling – Price and Availability

- (1) Not required.

G. Special Tooling necessary to do this SB

- (1) (Optional) Inspection Tool PNR 1111432-GA. Refer to Figure 5 on page 20.

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4. ACCOMPLISHMENT INSTRUCTIONS

A. General Notes

- (1) Follow the instructions in paragraph B. to check for a suspect buckle assembly.
- (2) Follow the instructions in paragraph C. to replace a suspect buckle assembly.

B. Check for Suspect Buckle Assembly

NOTE 1 : Suspect handles may also be identified by measuring the thickness of the handle vane. Refer to Figure 1 as an example of a suspect buckle assembly with a crack.

NOTE 2 : Inspection is only applicable for buckle assemblies with a GOLD or YELLOW center logo button. Refer to Figure 2 on page 18 for the differences between the BLUE and GOLD/YELLOW buttons. If buckle assembly has a BLUE center logo button, then the buckle assembly is inherently compliant with FAA AD 2021-07-13 per AMOC dated June 29, 2021.



Figure 1
PNR 1111430-XX and PNR 1111475-XX Suspect Buckle Assembly

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**FACTORY REWORKED HANDLE HAS
BLUE LOGO BUTTON : INHERENTLY COMPLIANT**



**HANDLE HAS YELLOW OR GOLD
BUTTON : REQUIRES INSPECTION**

Figure 2
Blue and Yellow/Gold Logo

- (1) Measure the handles in accordance with Figure 3 on page 19 and Figure 4 on page 19 to make sure the handles are less than 0.125 inches at the top edge. Meggitt has created an optional inspection tool (PNR 1111432-GA). Contact Meggitt for purchase of the inspection tool. Refer to Figure 5 on page 20 for correct use of the optional inspection tool.

NOTE 1 : Acceptable parts will have a vane dimension LESS than or equal to 0.125 inch at the top edge.

NOTE 2 : If using an inspection tool, make sure the tool fits over the vanes and the center is flushed to the button.

- (2) If the thickness of the handle vane is greater than 0.125 inches at the top edge, then the buckle assembly is not compliant to FAA AD 2021-07-13 per AMOC dated June 29, 2021.

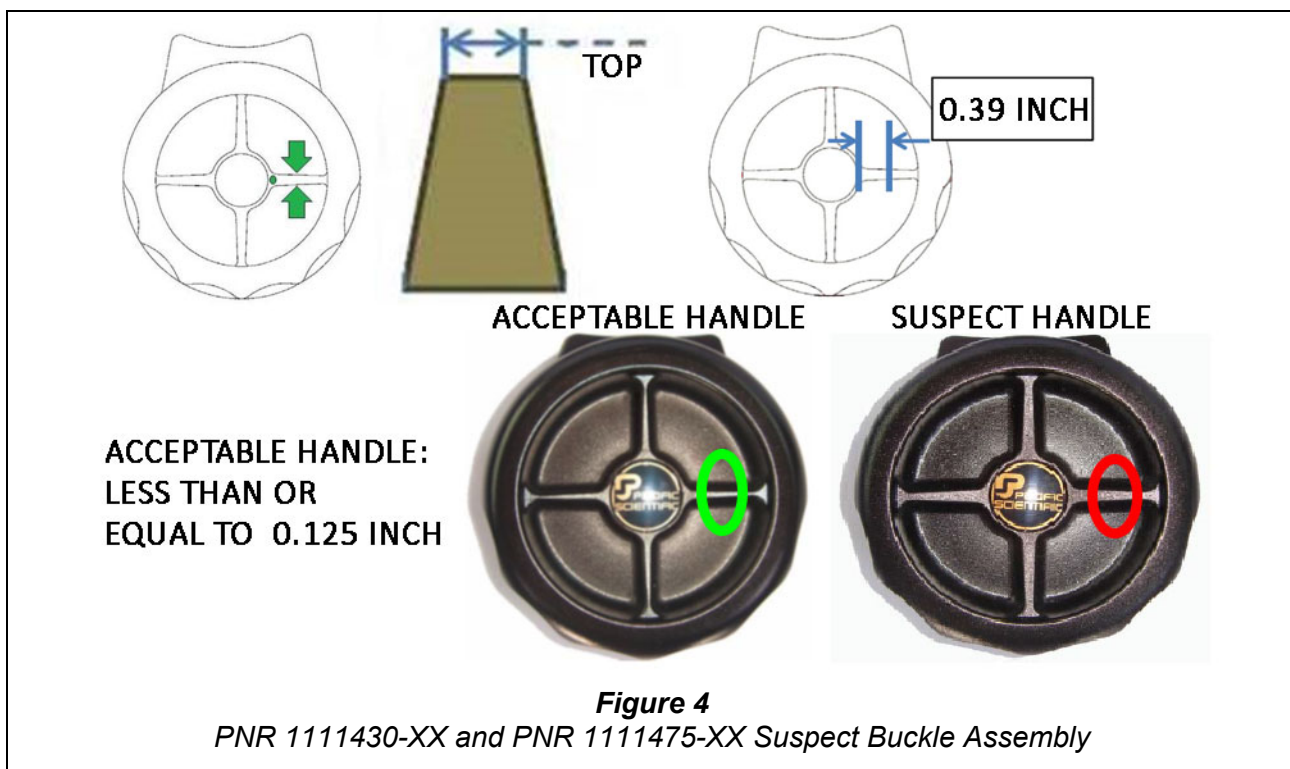
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Figure 3
Correct Buckle Measurement



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OPTIONAL INSPECTION TOOL FITS OVER VANES CENTER IS FLUSH TO BUTTON

1. MATERIAL: NYLON, DELRIN, ASA, OR OTHER SIMILAR 3D PRINTED MATERIAL
2. BREAK SHARP EDGES .005 TO .015
3. CORNER RADII .005 TO .015

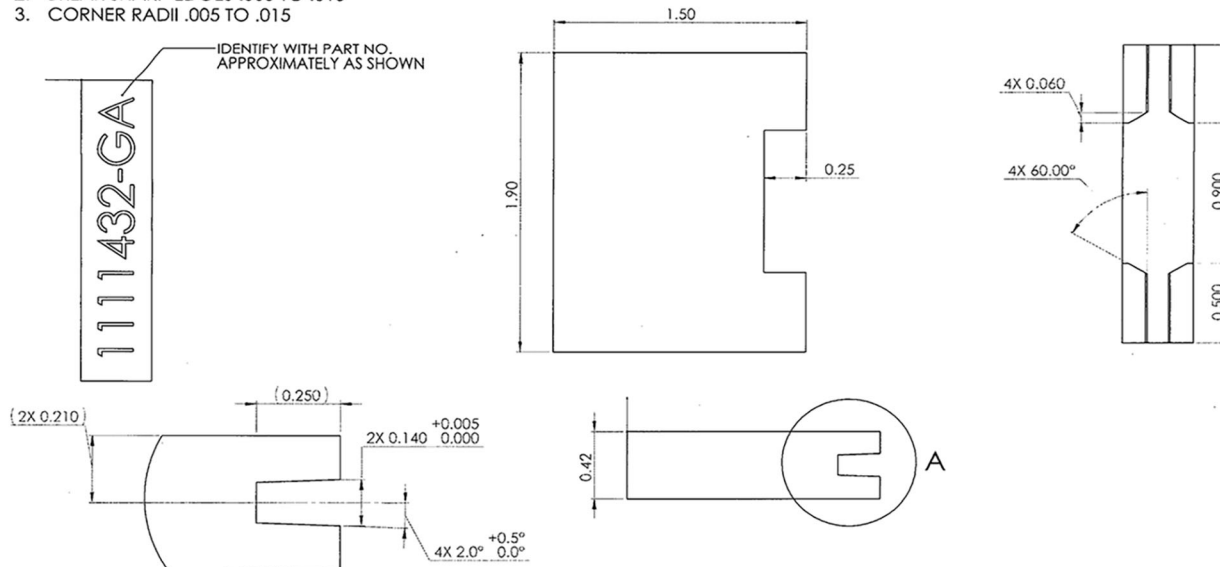


Figure 5
Optional Inspection Tool PNR 111432-GA

C. Corrective Action for Suspect Buckle Assembly

- (1) Remove and replace the restraint system with a spare.
- (2) Refer to the paragraph 4.D. and 4.E. for disassembly and assembly of restraint system to repair the removed restraint system :
 - (a) Remove the buckle assembly in accordance with Figure 6 on page 22.
 - (b) Replace the suspect buckle assembly with a new and compliant unit.

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- (3) For repair of buckle assemblies or restraint systems, send affected units to one of the following locations for replacement. Refer to Table 3.

Table 3
Meggitt Aftermarket Services

Worldwide Support :	
Meggitt Aftermarket Services 11700 NW 102 nd Road Suite 6 Miami, FL 33178 USA	Phone : + 1 305 477 4711 Ext. 260 / 229 FAX : + 1 305 477 9799 Email : CX.USA@meggitt.com
Meggitt Aerospace Asia Pacific Pte Ltd 1A Seletar Aerospace Link Singapore 797552	Phone : + 65 6511 7200 DID : + 65 6511 6282 Email : CX.APAC@meggitt.com
Meggitt - Service and Support Ansty Business Park Pilot Way Coventry CV7 9JU United Kingdom	Phone : + 44 2477 708 7299 Email : CX.EMEA@meggitt.com

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D. Disassembly

- (1) Insert a piece of thin metal stock into the slot of the rotary buckle and push inward between the fitting and the buckle locking mechanism (refer to Figure 6).
- (2) Pull the fitting from the buckle.
- (3) Remove the buckle pad as necessary.

E. Assembly

- (1) Insert lap belt fitting into new buckle.

NOTE : Fixed strap location is indicated by appropriate marking on buckle housing.

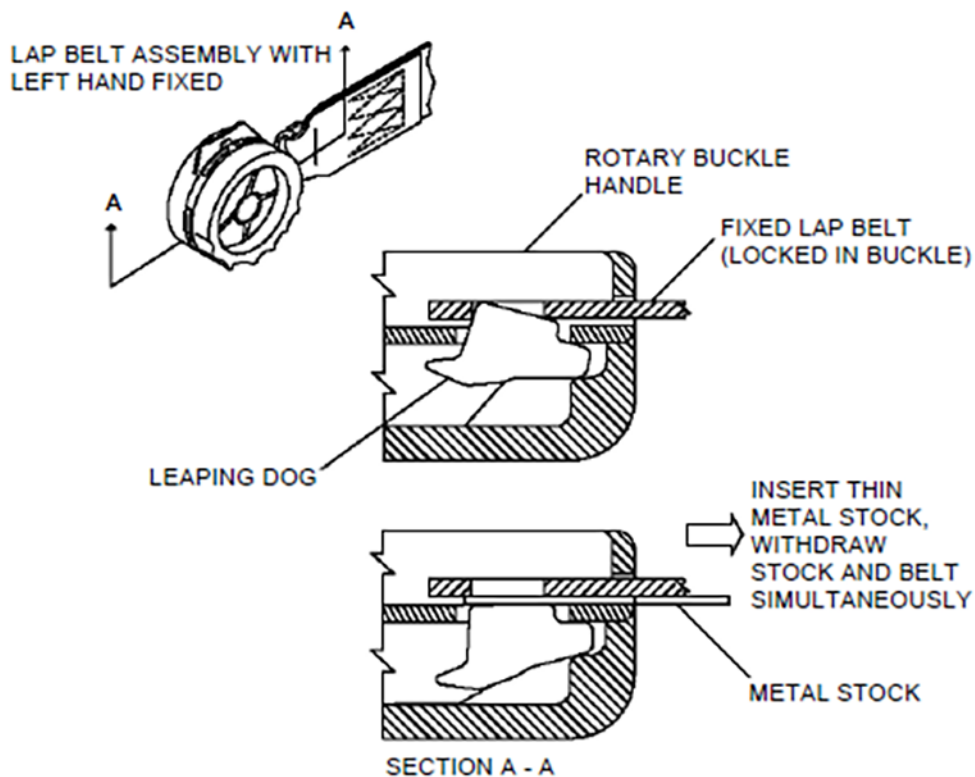


Figure 6
Disassembly of Buckle Assembly

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F. Assistance

- (1) For assistance on this SB information, requests for further information, or spare parts purchasing, please contact Meggitt Customer Support. Refer to Table 4.

Table 4
Meggitt Customer Support

Worldwide Support :	
Meggitt Customer Services and Support 11700 NW 102 nd Road Suite 6 Miami FL 33178 USA	Phone : + 1 305 477 4711 Ext. 260 or 229 E-mail : CX.USA@meggitt.com

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