MITSUBISHI HEAVY INDUSTRIES AMERICA INC.

MITSUBISHI SERVICE PUBLICATIONS TRANSMITTAL

The attached Mitsubishi MU-2B series Service Publication has been issued by Mitsubishi Heavy Industries, Ltd. in Japan, who is the type certificate holder of the MU-2 aircraft. It is the owner and/or operator's responsibility to adhere to or comply with new information contained in the attached publication.

SL 123
SL 096/25-005
FAA AD 2024-26-02 (Pacific Scientific Seat Restraint System)

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. 123 DATE: February 18, 2025

FAA T.C.: No. 096/25-005

SUBJECT: FAA AD 2024-26-02 – Pacific Scientific Company Seat Restraint System Rotary Buckle Assemblies

MODELS AFFECTED: All MU-2B Airplanes

This Mitsubishi Heavy Industries, Ltd. (MHI) Service Letter is issued to ensure that all MU-2 owners and operators have received Federal Aviation Administration (FAA) Airworthiness Directive (AD), AD 2024-26-02, dated December 18, 2024 and effective March 7, 2025. This FAA AD supersedes FAA AD, AD 2021-07-13, dated March 25, 2021, and effective May 11, 2021.

FAA AD 2024-26-02 applies to Pacific Scientific Company rotary buckle assemblies, P/N 1111475-01/-03, installed on MU-2B airplanes by STC SA1751SW. If the aircraft does not have STC SA1751SW installed, no action is required.

Owners and Operators of MU-2B airplanes with STC SA1751SW installed are required to (1) inspect each buckle handle for cracks and (2) measure the thickness of the buckle handle vane in accordance with Parker Meggitt Service Bulletin No. 25-1111432. If a crack is present or if the buckle handle vane thickness is greater than 0.125 inch, before further flight, remove the buckle from service and replace with an airworthy buckle, or remove the restraint system from service and replace it with an airworthy restraint system. MHI and MHIA recommend this be accomplished immediately. For questions and replacement parts, please contact Parker Meggitt Customer Services and Support, 1785 Voyager Avenue, Simi Valley, CA 93063, Tel: 877-666-0712, Email: TechSupport@meggitt.com.

MHI and MHIA strongly recommend that all MU-2 owners and operators comply with the FAA AD 2024-26-02 to assure the safety benefits of the improved restraint system.

JCAB T.C.: No.123 DATE: February 18, 2025
FAA T.C.: No.096/25-005

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
Email: mu-2support@mhia.com | Website: www.mu-2aircraft.com

[Federal Register, Volume 90 Number 20 (Friday, January 31, 2025)]
[Rules and Regulations]
[Pages 8673-8676]
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2025-02051]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2024-0996; Project Identifier AD-2023-00365-A,Q,R,T; Amendment 39-22917; AD 2024-26-02]

RIN 2120-AA64

Airworthiness Directives; Various Airplanes and Helicopters

AGENCY:

Federal Aviation Administration (FAA), DOT.

ACTION:

Final rule.

SUMMARY:

The FAA is superseding Airworthiness Directive (AD) 2021-07-13 for certain Pacific Scientific Company rotary buckle assemblies (buckles). AD 2021-07-13 required inspecting each specified buckle including its buckle handle vane and prohibited installing affected buckles. This AD was prompted by the publication of an updated service bulletin, which revises the applicability based on date of manufacture of the affected buckles. This AD retains certain requirements of AD 2021-07-13, reduces the applicability, and requires performing corrective actions by complying with certain portions of the updated service bulletin. The FAA is issuing this AD to address the unsafe condition on these products.

DATES:

This AD is effective March 7, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 7, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA-2024-0996; 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 final rule, any comments received, and other information. The 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.

Material Incorporated by Reference:

- For Parker Meggitt material identified in this AD, contact Parker Meggitt Services, 1785 Voyager Avenue, Simi Valley, CA 93063; phone: (877) 666-0712; email: *TechSupport@meggitt.com*.
- You may view this material 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.

Other Related Material: For other related Parker Meggitt material identified in this AD, contact Parker Meggitt Services, at the Parker Meggitt Services contact information under *Material Incorporated by Reference* above.

FOR FURTHER INFORMATION CONTACT:

Hal Jensen, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (303) 342-1080; email: *hal.jensen@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2021-07-13, Amendment 39-21490 (86 FR 17703, April 6, 2021) (AD 2021-07-13). AD 2021-07-13 applied to Pacific Scientific Company buckles part numbers 1111430 and 1111475, all dash numbers, 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. The NPRM published in the **Federal Register** on April 9, 2024 (89 FR 24742). The NPRM was prompted by a manufacturer determination that the cracking on the buckle handle was caused by a material process issue and stated that the issue was resolved in 2007. Accordingly, the manufacturer published revised material to revise the applicability by date of manufacture and clarify procedures. In the NPRM, the FAA proposed to require revising the applicability to plastic buckles with a date of manufacture on or before May 31, 2007, or buckles whose date of manufacture cannot be determined, except not those buckles repaired with the installation of an airworthy buckle handle after May 31, 2007, and marked with a BLUE logo on the center button. In the NPRM, the FAA also proposed to clarify that the unsafe condition could result in occupants not being able to release the buckle in certain emergency landing conditions. Furthermore, the FAA proposed to require using the revised service bulletin to accomplish its requirements and add a special flight permit limitation.

Lastly, the NPRM updated the contact information to obtain related material, and the FAA proposed to move and update the contents of Note 1 in AD 2021-07-13 to the preamble of this AD.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from seven commenters. The commenters were Air Wisconsin Airlines, American Airlines (AAL), All Nippon Airways (ANA), Delta Air Lines, Inc., Horizon Air, Southwest Airlines, and United Airlines (UAL). The following presents the comments received on the NPRM and the FAA's response to each comment.

Requests To Correct the Date of the Related Material

Delta Air Lines, Inc. and Horizon Air requested the FAA revise Note 1 to paragraph (c)(1) of the Applicability paragraph to update the date for Meggitt Service Information Letter SIL Restraint-25-002-2023, dated January 24, 2023. The commenters stated the updated publication date of this related material is September 25, 2023, and not January 24, 2023.

The FAA agrees and has revised the citations of that service information letter in Note 1 to paragraph (c)(1) of this AD, as well as the Other Related Material section in this final rule.

Request To Exclude Newly Manufactured Aircraft

Delta Airlines, Inc. stated that it is receiving newly-manufactured airplanes with the restraint systems provided in the related material. Delta Airlines, Inc. further commented that Meggitt information specifies that buckles produced after May 2007 do not have the safety concern and are considered airworthy. Accordingly, Delta Airlines, Inc. requested the FAA revise paragraph (c)(1) of the proposed AD to exclude these aircraft that are new into service as these aircraft will have brand new buckles installed after 2007.

The FAA disagrees. The FAA determined because Meggitt is the Technical Standard Order Authorization (TSOA) holder and does not hold an approval for installation of the restraints, it is not responsible for recording or controlling which aircraft airframes the applicable restraint systems are installed on. Individual operators may request an alternative method of compliance (AMOC) under the provisions of paragraph (j) of this AD if they believe that the installed buckle on their aircraft's restraint system is airworthy.

Requests To Exclude Buckles With a Metal Handle or BLUE Logo

Delta Airlines, Inc. requested the FAA revise paragraphs (c) and (g)(3) of the proposed AD to exclude buckles having a metal handle. AAL and UAL requested the FAA confirm that buckles with a BLUE logo, regardless of the date of manufacturer or the date of repair, are compliant.

The FAA partially agrees. The FAA agrees that buckles with a metal handle or a BLUE logo on the center button are not subject to this AD. The FAA disagrees with specifically stating in paragraphs (c) and (g)(3) of this AD that buckles with a metal handle are excluded from the AD because the additional wording is not necessary since the text already specifies that applicable handles are plastic. However, for clarification, the FAA has added a note to paragraph (c)(1) of this AD specifying that this AD does not apply to metal buckles or buckles with a BLUE logo on the center button.

Request To Exclude Buckles With a Yellow or Gold Logo and Missing Date of Manufacture

Southwest Airlines stated that AD 2021-07-13 allowed "yellow/gold" logo buttons with compliant plastic handles. Southwest Airlines requests the FAA allow the option to continue the use of buckles that were previously inspected and compliant per AD 2021-07-13 that have a yellow or gold logo button but are missing the date of manufacturer due to premature wear.

The FAA disagrees. AD 2021-07-13 did not reference buckles having a yellow or gold logo on the center button. Therefore, the FAA has made no changes to this final rule based on that comment.

Comment Regarding Allowable Buckle Vane Handle Thickness

ANA requested clarification regarding paragraph (g)(2) of the proposed AD, which specifies that a buckle vane handle thickness of 0.125 inch or greater is unacceptable, whereas Meggitt Service Bulletin SB 25-1111432, Revision 002, states that a thickness (less than or) equal to 0.125 inch is acceptable.

The FAA acknowledges this comment and has revised paragraph (g)(2) of this AD to require corrective action only if the buckle handle vane thickness is greater than 0.125 inch and paragraph (g)(3) of this AD to prohibit installing a buckle with a buckle handle vane thickness greater than 0.125 inch.

Comments Regarding Credit for Previous Actions

AAL and Horizon Air requested the FAA revise paragraph (h) of the proposed AD to allow credit for paragraph (g)(1) of the proposed AD if those actions were previously accomplished in accordance with previously issued related material.

The FAA agrees to allow credit for paragraph (g)(1) of this AD if the inspection of the buckle handle for a crack was previously accomplished in accordance with Pacific Scientific Service Bulletin SB 25-1111432, dated May 22, 2007 (SB 25-1111432); or Meggitt Service Bulletin SB 25-1111432, Revision 001, dated May 20, 2021 (SB 25-1111432 Rev 001). The FAA has revised paragraph (h) of this AD accordingly.

Air Wisconsin Airlines and Southwest Airlines requested the FAA revise paragraph (h) of the proposed AD to allow credit for paragraph (g)(1) of the proposed AD, if the buckle handle inspection was completed in accordance with AD 2021-07-13.

The FAA acknowledges these comments and infers concern that some buckles may be inspected for a crack twice unnecessarily, once as required by AD 2021-07-13 and again as required by this AD. Instead of revising paragraph (h) of this AD for this credit, the FAA has revised paragraph (g)(1) of this AD to clarify the requirement to inspect for a crack, unless already done.

UAL stated the proposed AD allows credit for previous actions if the thickness of the vane was measured using previous service bulletin revisions. UAL requested the FAA clarify that measurement of the buckle handle vane thickness or replacement of the buckle as required in paragraph (g)(2) of the proposed AD would be credit for previous actions.

The FAA agrees. The FAA is allowing credit for accomplishing the procedures to measure the buckle handle vane thickness by following SB 25-1111432 or SB 25-1111432 Rev 001 if done before the

effective date of this AD, and the FAA is allowing credit for the resultant measurement and, if required the replacement based on the buckle vane thickness.

Delta Airlines stated the FAA AMOC approval letter AIR-730-21-207 allowed to first inspect the buckle for a BLUE logo or a metal configuration, and if there was a BLUE logo or the buckle was metal, no further inspections were required. Delta Airlines further stated that Parker Meggitt material specified that buckles produced or repaired after 2007 are marked with a BLUE logo on the center button, and these buckles along with metal buckles are compliant per the previously described AMOC. Accordingly, Delta Airlines requested the FAA revise paragraph (h) of the proposed AD to include credit for paragraphs (g)(1) and (g)(2) of the proposed AD if the inspection was accomplished using FAA AMOC approval letter AIR-730-21-207, dated June 29, 2021.

The FAA disagrees. The applicability of this AD already limits the applicability to plastic buckles and exempts buckles marked with a BLUE logo on the center button, therefore this AD does not apply to metal buckles and buckles marked with a BLUE logo on the center button. To clarify this, the FAA has revised this AD by adding a note to the applicability which specifies that this AD does not apply to metal buckles or buckles with a BLUE logo on the center button. Additionally, as proposed in the NPRM and as adopted in paragraph (j)(3) of this AD, AMOCs approved for AD 2021-07-13 are approved as AMOCs for the corresponding requirements of this AD. Therefore, the FAA has made no changes to this final rule's requirements based on that comment.

Conclusion

The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting the AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Parker Meggitt Service Bulletin SB 25-1111432, Revision 002, dated September 12, 2023 (SB 25-1111432 Rev 002), which specifies procedures for inspecting certain buckles for a crack, and measuring each buckle handle vane for correct thickness. SB 25-1111432 Rev 002 also specifies procedures for corrective actions, including but not limited to, removing and returning the buckle assembly or restraint assembly to Parker Meggitt for overhaul or replacement; and removing the buckle assembly or restraint assembly and replacing them with spare, new, or repaired assemblies. An applicable buckle may be included as a component of a different part-numbered restraint system assembly. Table 1 of SB 25-1111432 Rev 002 identifies restraint system P/Ns that may be affected.

This material 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.

Other Related Material

The FAA also reviewed Meggitt Service Information Letter SIL Restraint-25-002-2023, dated September 25, 2023, which specifies procedures for locating the date of manufacture on various

buckles.

Differences Between This AD and the Related Material

Where the related material specifies sending affected parts to the manufacturer, this AD does not require that action. The related material does not specify a compliance time to inspect for a crack or measure for thickness, whereas this AD requires inspecting the buckle handle for a crack within 6 months and measuring the buckle handle vane thickness within 12 months.

Costs of Compliance

The FAA estimates that this AD affects up to 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 the following costs to comply with this AD.

Inspecting a buckle handle for a crack and measuring thickness will take a minimal amount of time for a nominal cost.

If required, replacing a buckle will take 0.5 work-hour and parts will cost $636 for an estimated cost of $679 per buckle replacement. As an option, replacing a restraint system will take 0.5 work-hour and parts will cost $1,031 for an estimated cost of $1,074 per restraint system replacement.

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 products 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

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:

a. Removing Airworthiness Directive 2021-07-13, Amendment 39-21490 (86 FR 17703, April 6, 2021); and

b. Adding the following new airworthiness directive:

2024-26-02 Various Airplanes and Helicopters: Amendment 39-22917; Docket No. FAA-2024-0996; Project Identifier AD-2023-00365-A,Q,R,T.

(a) Effective Date

This airworthiness directive (AD) is effective March 7, 2025.

(b) Affected ADs

This AD replaces AD 2021-07-13, Amendment 39-21490 (86 FR 17703, April 6, 2021) (AD 2021-07-13).

(c) Applicability

(1) This AD applies to all airplanes and helicopters, certificated in any category, with a restraint system with a Pacific Scientific Company plastic rotary buckle assembly (buckle) part number (P/N) 1111430 or P/N 1111475 (all dash numbers) installed having a date of manufacture on or before May 31, 2007, or an unknown date of manufacture, except not those buckles repaired with the installation of an airworthy buckle handle after May 31, 2007, and marked with a BLUE logo on the center button.

Note 1 to paragraph (c)(1): Information about the location of the date of manufacture can be found in Meggitt Service Information Letter SIL Restraint-25-002-2023, dated September 25, 2023.

Note 2 to paragraph (c)(1): This AD does not apply to buckles made of metal or to buckles with a BLUE logo on the center button.

(2) The buckles identified in paragraph (c)(1) of this AD may be installed on, but not limited to, The Boeing Company, 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.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracked buckle handles and updated manufacturer material. The FAA is issuing this AD to inspect for cracks and thickness of the buckle handle. The unsafe condition, if not addressed, could prevent a strap from releasing when the buckle is rotated, which could result in occupants not being able to release the buckle in certain emergency landing conditions.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

(1) Within 6 months after the effective date of this AD, unless already done, inspect the buckle handle for a crack. If there is any crack, before further flight, remove the buckle from service and replace it with an airworthy buckle, or remove the restraint system from service and replace it with an airworthy restraint system.

(2) Within 12 months after the effective date of this AD, measure the thickness of the buckle handle vane as depicted in Figures 3 and 4 of Parker Meggitt Service Bulletin SB 25-1111432, Revision 002, dated September 12, 2023 (SB 25-1111432 Rev 002). If the buckle handle vane thickness is greater than 0.125 inch, before further flight, remove the buckle from service and replace it with an airworthy buckle, or remove the restraint system from service and replace it with an airworthy restraint system.

Note 3 to paragraph (g)(2): SB 25-1111432 Rev 002 refers to a buckle as both a buckle and buckle assembly, interchangeably. Buckles with a buckle handle vane thickness equal to or less than 0.125 inch are considered airworthy.

(3) As of the effective date of this AD, do not install any plastic buckle P/N 1111430 or P/N 1111475 (all dash numbers), with a buckle handle vane thickness greater than 0.125 inch, or any restraint system with a buckle P/N 1111430 or 1111475 (all dash numbers), with a buckle handle vane thickness greater than 0.125 inch installed, with the buckle having a date of manufacture on or before May 31, 2007, or if the date of manufacture cannot be determined, on any airplane or helicopter, unless the buckle has

been repaired with the installation of an airworthy buckle handle after May 31, 2007, and is marked with a BLUE logo on the center button.

(h) Credit for Previous Actions

(1) If you inspected the buckle handle for a crack as required by paragraph (g)(1) of this AD before the effective date of this AD using Pacific Scientific Service Bulletin SB 25-1111432, dated May 22, 2007 (SB 25-1111432), or using Meggitt Service Bulletin SB 25-1111432, Revision 001, dated May 20, 2021 (SB 25-1111432 Rev 001), you have met that requirement.

(2) If you measured the thickness of the buckle handle vane and replaced an affected buckle as required by paragraph (g)(2) of this AD before the effective date of this AD using SB 25-1111432 or SB 25-1111432 Rev 001, you have met that requirement.

(i) Special Flight Permits

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199, provided that there are no passengers onboard.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, West Certification Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the West Certification Branch, send it to the attention of the person identified in paragraph (k)(1) of this AD. Information may be emailed to: *AMOC@faa.gov*.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved for AD 2021-07-13 are approved as AMOCs for the corresponding requirements of this AD.

(k) Related Information

(1) For more information about this AD, contact Hal Jensen, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (303) 342-1080; email: *hal.jensen@faa.gov*.

(2) Meggitt and Pacific Scientific material identified in this AD that are not incorporated by reference can be are available at the contact information specified in paragraph (l)(3) of this AD.

(l) Material Incorporated by Reference

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

(2) You must use this material as applicable to do the actions required by this AD, unless the AD

specifies otherwise.

(i) Parker Meggitt Service Bulletin SB 25-1111432, Revision 002, dated September 12, 2023.

(ii) [Reserved]

(3) For material identified in this AD, contact Parker Meggitt Services, 1785 Voyager Avenue, Simi Valley, CA 93063; phone: (877) 666-0712; email: *TechSupport@meggitt.com*.

(4) You may view this material 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 material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations* or email: *fr.inspection@nara.gov*.

Issued on December 18, 2024.

Victor Wicklund,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2025-02051 Filed 1-30-25; 8:45 am]

BILLING CODE 4910-13-P

This document is subject to the Export Controls and Restrictions listed on the first page.

SERVICE BULLETIN

FROM : PARKER MEGGITT TECHNICAL PUBLICATIONS

TO : HOLDERS OF SERVICE BULLETIN SB 25-1111432 FOR THE RESTRAINT SYSTEMS WITH PNR 1111430-XX AND 1111475-XX

TRANSMITTAL SHEET

REVISION 002
dated Sep 12/23

The Table that follows gives a list of the primary changes in this Service Bulletin:

Chapter/Section Page No.	Description of Change	Effectivity
All Pages	Updated to Parker Meggitt branding. Revised “Meggitt Safety Systems, Inc.” to “Parker Meggitt”.	—
1	Updated publisher. Updated 1.A.(2).	—
3 to 10	Updated Table 1 to three columns and reorganized structure.	—
5	Added restraint systems PNRs 1111148-03-001 and 1111148-05-001.	—
12	Updated 1.D.(1).(a) and (b).	—
13	Updated 1.E.(1).(d).	—
22	Updated names in Table 3.	—

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Parker MEGGITT

Enabling Engineering
Breakthroughs that Lead
to a Better Tomorrow

CAGE Code: 45402

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 Parker Meggitt (CAGE Code = 45402) DBA Pacific Scientific HTL.

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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. Parker 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 handles 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 on page 3 for the affected top level restraint system part numbers.

(b) Refer to Table 2 on page 11 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.

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SERVICE BULLETIN

Table 1

Affected Restraint System PNRs

Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs
0108084-05	1111430-13	0108904-71	1111430-55	0118026-05	1111475-05
0108084-07	1111430-11	0108904-91	1111430-51	0118030-01	1111430-13
0108092-01	1111430-53	0108904-93	1111430-53	0118030-03	1111430-13
0108092-03	1111430-51	0108904-95	1111430-55	0118030-05	1111466-23
0108904-01	1111430-51	0108904-97	1111430-53	0118030-07	1111475-83
0108904-03	1111430-53	0108910-05	1111475-11	0118030-300	1111475-83
0108904-05	1111430-55	0108910-07	1111475-13	0118037-01	1111475-11
0108904-27	1111430-53	0111061-01	1111475-03	0118037-01-001	1111475-11
0108904-301	1111430-51	0111061-01-001	1111475-01	0118037-01-048	1111475-11
0108904-303	1111430-53	0111061-25-001	1111475-05	0118037-03	1111475-13
0108904-53	1111430-51	0111061-35-001	1111475-05	0118037-03-001	1111475-13
0108904-55	1111430-53	0111061-515-001	1111475-05	0118037-03-048	1111475-13
0108904-57	1111430-51	0118013-01	1111430-13	0118038-01	1111475-05
0108904-67	1111430-51	0118013-11	1111430-33	0118038-11	1111475-05
0108904-69	1111430-53	0118018-01	1111430-13	0118041-05	1111475-15

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Table 1 *(Continued)*
Affected Restraint System PNRs

Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs
0118046-05-044	1111475-05	1106193-23	1111475-03	1109026-11-001	1111475-01
0118046-05-059	1111475-05	1106193-31	1111475-01	1109026-31-001	1111475-01
0118047-05-044	1111475-05	1106193-33	1111475-03	1109026-41-001	1111475-01
0118047-05-059	1111475-05	1106193-41	1111475-01	1109026-51-001	1111475-01
0118050-03	1111475-13	1106193-43	1111475-03	1109026-61-001	1111475-01
1106188-01	1111475-01	1106193-51	1111475-01	1109042-01-001	1111475-01
1106188-03	1111475-03	1106193-53	1111475-03	1109050-01-001	1111475-01
1106188-05	1111475-01	1106193-61	1111475-01	1109050-11-001	1111475-01
1106188-05	1111475-03	1106193-63	1111475-03	1109051-01-001	1111475-01
1106188-07	1111475-01	1109007-03-001	1111475-03	1111131-01	1111475-01
1106188-07	1111475-03	1109012-01-001	1111475-01	1111131-03	1111475-03
1106193-03	1111475-03	1109012-03-001	1111475-03	1111136-05	1111475-05
1106193-11	1111475-01	1109015-01-001	1111475-01	1111136-15	1111475-15
1106193-13	1111475-03	1109015-03-001	1111475-03	1111136-17	1111475-15
1106193-21	1111475-01	1109026-01-001	1111475-01	1111147-01-001	1111475-01

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Table 1 *(Continued)*
Affected Restraint System PNRs

Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs
1111147-03-001	1111475-03	1111160-03	1111475-03	1117148-03	1111430-13
1111148-01-001	1111475-01	1111168-05-001	1111475-05	1117148-05	1111430-11
1111148-03-001	1111475-03	1111460-01	1111475-11	1117148-07	1111430-13
1111148-05-001	1111475-05	1111460-03	1111475-13	1117148-09	1111430-11
1111150-01-001	1111475-01	1117119-01	1111430-51	1117148-101	1111430-11
1111150-03-001	1111475-03	1117119-03	1111430-53	1117148-103	1111430-13
1111150-11-001	1111475-01	1117119-05	1111430-51	1117148-11	1111430-13
1111150-13-001	1111475-03	1117119-07	1111430-53	1117148-13	1111430-15
1111150-15-001	1111475-05	1117119-09	1111430-51	1117148-133	1111430-11
1111151-01	1111475-01	1117119-11	1111430-53	1117148-15	1111430-11
1111151-03	1111475-03	1117119-51	1111430-51	1117148-17	1111430-13
1111158-03-226	1111475-03	1117119-57	1111430-53	1117148-21	1111430-11
1111158-11-001	1111475-01	1117119-53	1111430-53	1117148-23	1111430-13
1111158-13-001	1111475-03	1117119-55	1111430-51	1117148-27	1111430-11
1111160-01	1111475-01	1117148-01	1111430-11	1117148-29	1111430-13

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Table 1 *(Continued)*
Affected Restraint System PNRs

Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs
1117148-33	1111430-11	1117186-01-066	1111475-11	1117189-15-01	1111475-05
1117148-35	1111430-13	1117186-03-001	1111475-13	1117423-01	1111430-11
1117148-39	1111430-11	1117186-03-044	1111475-13	1117423-03	1111430-13
1117148-41	1111430-13	1117186-03-048	1111475-13	1117423-13	1111430-11
1117181-01	1111475-01	1117186-03-061	1111475-13	1117423-15	1111430-13
1117181-03	1111475-03	1117186-03-065	1111475-13	2000001-01	1111475-01
1117185-01-001	1111475-11	1117186-03-066	1111475-13	2000001-01-001	1111475-01
1117185-01-058	1111475-11	1117188-01	1111475-01	2000001-03	1111475-03
1117185-01-061	1111475-11	1117188-03	1111475-03	2000001-03-001	1111475-03
1117185-03-061	1111475-13	1117189-01-001	1111475-01	2000013-01	1111475-01
1117186-01-001	1111475-11	1117189-01-01	1111475-01	2000013-01-001	1111475-01
1117186-01-044	1111475-11	1117189-03-01	1111475-03	2000013-03	1111475-03
1117186-01-048	1111475-11	1117189-05-01	1111475-05	2000013-03-001	1111475-03
1117186-01-061	1111475-13	1117189-11-01	1111475-01	2000013-11-001	1111475-01
1117186-01-065	1111475-11	1117189-13-01	1111475-03	2000013-13-001	1111475-03

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Table 1 *(Continued)*
Affected Restraint System PNRs

Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs
2000014-01	1111475-01	2000029-111	1111475-01	2000029-55	1111475-15
2000014-03	1111475-03	2000029-121	1111475-01	2000029-61	1111475-01
2000014-05	1111475-05	2000029-123	1111475-03	2000029-71	1111475-01
2000014-21	1111475-01	2000029-125	1111475-05	2000029-73	1111475-03
2000014-23	1111475-03	2000029-13	1111475-03	2000029-81	1111475-01
2000014-81	1111475-01	2000029-131	1111475-01	2000032-01	1111475-01
2000014-83	1111475-03	2000029-133	1111475-03	2000032-03	1111475-03
2000021-01-001	1111475-61	2000029-21	1111475-01	2000037-05	1111475-05
2000021-03-001	1111475-63	2000029-23	1111475-03	2000039-01	1111475-01
2000021-05-001	1111475-65	2000029-31	1111475-01	2000039-05	1111475-05
2000029-01	1111475-01	2000029-33	1111475-03	2000039-07	1111475-01
2000029-03	1111475-03	2000029-41	1111475-01	2000039-11	1111475-01
2000029-101	1111475-01	2000029-43	1111475-03	2000039-13	1111475-03
2000029-103	1111475-03	2000029-51	1111475-11	2000039-15	1111475-05
2000029-11	1111475-01	2000029-53	1111475-13	2000040-01	1111475-01

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Table 1 *(Continued)*
Affected Restraint System PNRs

Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs
2000040-03	1111475-03	2000067-31	1111475-01	2000097-05	1111475-05
2000052-03	1111475-03	2000067-33	1111475-03	2000097-11	1111475-01
2000052-03-001	1111475-03	2000067-35	1111475-05	2000097-13	1111475-03
2000058-01	1111475-01	2000067-41	1111475-01	2000097-15	1111475-05
2000066-01-001	1111475-11	2000067-43	1111475-03	2000100-11	1111430-11
2000067-01	1111475-01	2000067-45	1111475-05	2000100-13	1111430-13
2000067-01-001	1111475-01	2000068-03	1111475-03	2000104-03-226	1111475-03
2000067-03	1111475-03	2000083-01-001	1111475-01	2000104-23-001	1111475-03
2000067-05	1111475-05	2000083-03-001	1111475-03	2000104-23-226	1111475-03
2000067-11	1111475-71	2000091-05-001	1111475-05	2000104-33-226	1111475-03
2000067-13	1111475-73	2000091-15-001	1111475-05	2000104-43-226	1111475-03
2000067-15	1111475-75	2000092-01-001	1111475-01	2000107-05	1111475-05
2000067-21	1111475-01	2000092-03-001	1111475-03	2000107-15	1111475-05
2000067-23	1111475-03	2000097-01	1111475-01	2000107-23	1111475-03
2000067-25	1111475-05	2000097-03	1111475-03	2000107-33	1111475-03

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Table 1 *(Continued)*
Affected Restraint System PNRs

Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs
2000107-35	1111475-05	2000114-23-001	1111475-03	2000115-113	1111475-03
2000108-01-001	1111475-01	2000114-31-001	1111475-01	2000115-115	1111475-05
2000108-03-001	1111475-03	2000114-41-001	1111475-01	2000115-121	1111475-01
2000108-11-001	1111475-01	2000114-43-001	1111475-03	2000115-123	1111475-03
2000108-13-001	1111475-03	2000114-51-001	1111475-01	2000115-125	1111475-05
2000108-15-001	1111475-05	2000114-53-001	1111475-03	2000115-13	1111475-03
2000111-01	1111475-01	2000114-61-001	1111475-01	2000115-21	1111475-01
2000111-03	1111475-03	2000114-71-001	1111475-01	2000115-23	1111475-03
2000114-01-001	1111475-01	2000114-73-001	1111475-03	2000115-31	1111475-01
2000114-03-001	1111475-03	2000115-01	1111475-01	2000115-33	1111475-03
2000114-05-001	1111475-05	2000115-03	1111475-03	2000115-41	1111475-01
2000114-11-001	1111475-01	2000115-101	1111475-01	2000115-43	1111475-03
2000114-13-001	1111475-03	2000115-103	1111475-03	2000115-51	1111475-11
2000114-15-001	1111475-05	2000115-11	1111475-01	2000115-53	1111475-13
2000114-21-001	1111475-01	2000115-111	1111475-01	2000115-55	1111475-15

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Table 1 *(Continued)*
Affected Restraint System PNRs

Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs	Restraint Systems PNR	Buckle Assembly PNRs
2000115-61	1111475-01	2100023-01-001	1111475-01	2100025-01-104	1111475-01
2000115-63	1111475-03	2100023-01-048	1111475-01	2100025-01-243	1111475-01
2000115-71	1111475-01	2100023-01-136	1111475-01	2100025-03-001	1111475-03
2000115-73	1111475-03	2100023-03-001	1111475-03	2100025-03-066	1111475-03
2000115-81	1111475-01	2100023-05-001	1111475-05	2100025-03-104	1111475-03
2000115-83	1111475-03	2100023-05-136	1111475-05	2100025-03-243	1111475-03
2000115-91	1111475-01	2100023-11-001	1111475-05	2100025-11-001	1111475-01
2000115-93	1111475-03	2100023-11-141	1111475-01	2100025-13-001	1111475-03
2000115-95	1111475-05	2100023-13-001	1111475-03	2100054-05-001	1111475-05
2000124-103-001	1111475-03	2100023-13-141	1111475-03	Blank	Blank
2000124-21-001	1111475-01	2100023-15-001	1111475-05	Blank	Blank
2000124-23-001	1111475-03	2100023-21-058	1111475-01	Blank	Blank
2000124-31-001	1111475-01	2100023-23-058	1111475-03	Blank	Blank
2100011-01	1111475-01	2100025-01-001	1111475-01	Blank	Blank
2100011-03	1111475-03	2100025-01-066	1111475-01	Blank	Blank

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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
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 Parker Meggitt 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 for a limited manufacturing time period, the guarded rotary buckle plastic handles (specific configurations of PNR 1111430-XX and PNR 1111475-XX) were susceptible to cracking.

(b) Parker Meggitt 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 Parker 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 at 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 Parker 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 handle is rotated.

(2) SUMMARY :

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

(3) CONCLUSION AND CORRECTIVE ACTIONS :

(a) Based on the analysis, Parker Meggitt had concluded that cracked plastic handles indicates that in some circumstances when a load is placed on the

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restraint system, the straps may not release as intended when the buckle is rotated. Parker 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 19 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 18 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 Parker Meggitt for Overhaul/SB Application. Refer to paragraph 4.D. for disassembly.

2 Remove the restraint assembly and return to Parker 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 Parker 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 Parker 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 21.

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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 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 19 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 20 and Figure 4 on page 20 to make sure the handles are less than 0.125 inches at the top edge. Parker Meggitt has created an optional inspection tool (PNR 1111432-GA). Contact Parker Meggitt for purchase of the inspection tool. Refer to Figure 5 on page 21 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

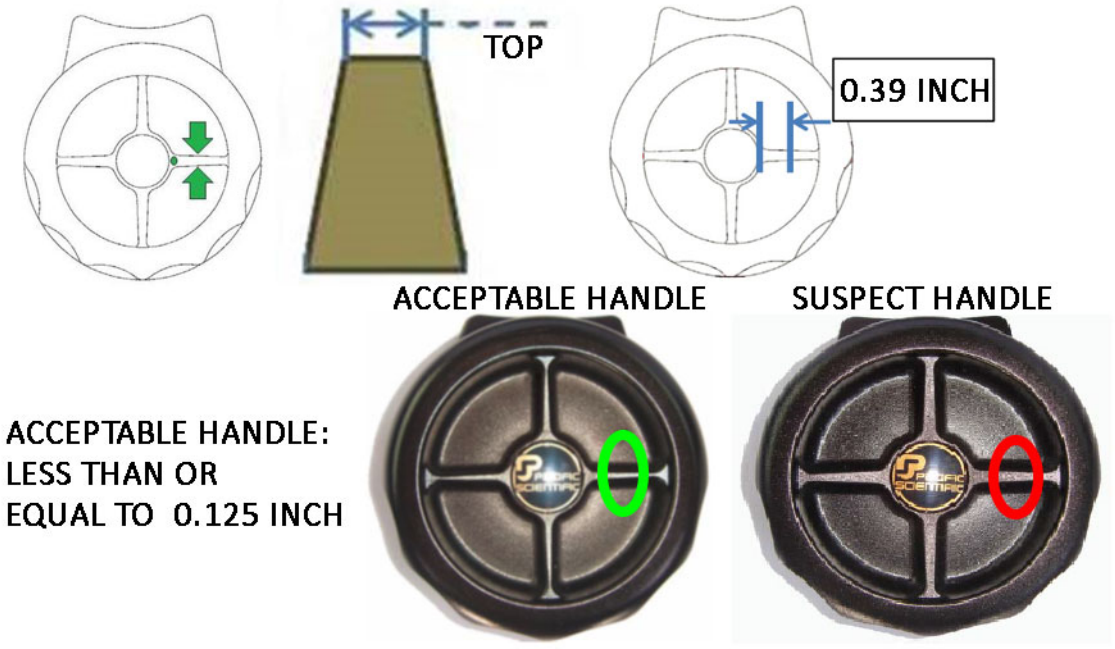

Figure 4
PNR 1111430-XX and PNR 1111475-XX Suspect Buckle Assembly

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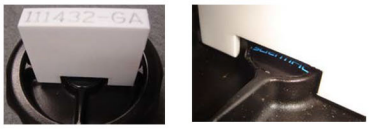

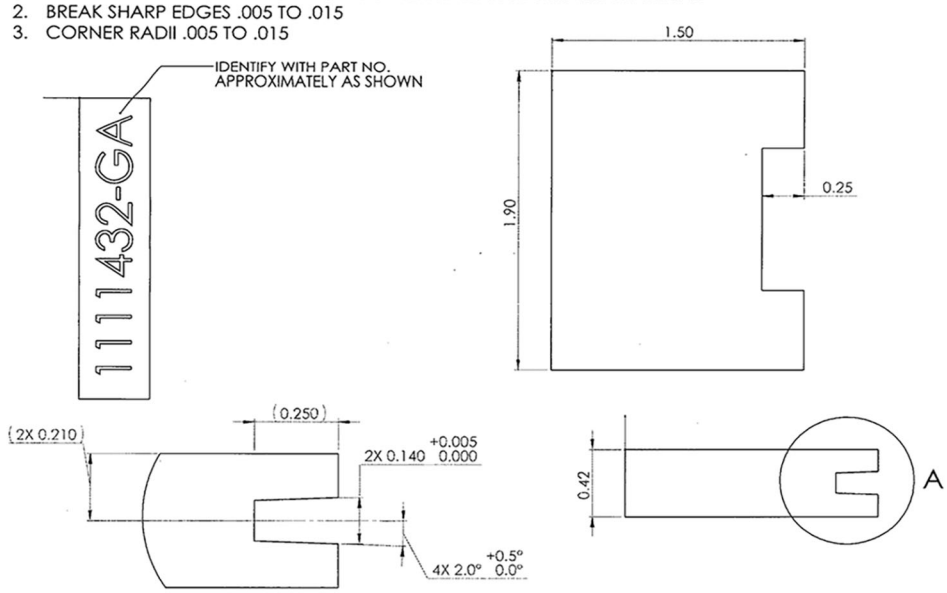

Figure 5
Optional Inspection Tool PNR 1111432-GA

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 23.

(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
Parker Meggitt Aftermarket Services

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

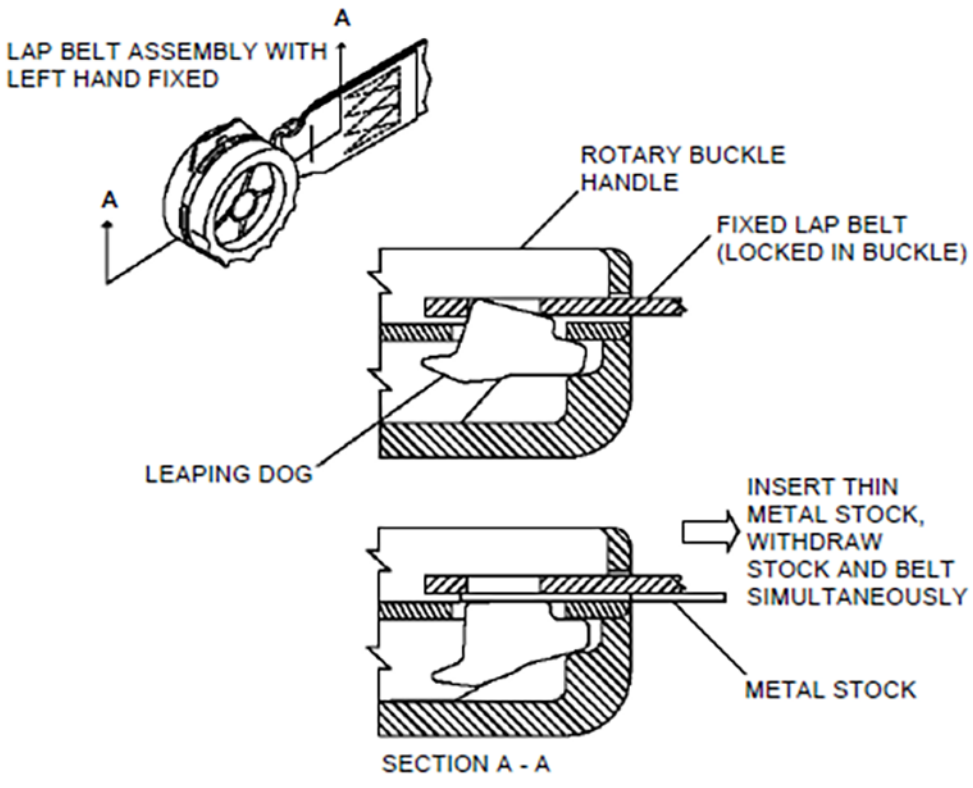

Figure 6
Disassembly of Buckle Assembly

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F. Assistance

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

Table 4
Parker Meggitt Customer Support

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

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CAGE Code: 45402

SERVICE INFORMATION LETTER

TO: OWNERS/OPERATORS OF PARKER MEGGITT [PACIFIC SCIENTIFIC COMPANY] AIRCRAFT RESTRAINT SYSTEMS.

SUBJECT: DATE OF MANUFACTURE INFORMATION FOR RESTRAINT SYSTEM BUCKLES.

PURPOSE: THIS SERVICE INFORMATION LETTER (SIL) SHOWS HOW OWNERS/OPERATORS OF PARKER MEGGITT [PACIFIC SCIENTIFIC] RESTRAINT SYSTEMS CAN LOCATE THE DOM INFORMATION.

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This document is published by Parker Meggitt (CAGE Code = 45402) DBA Pacific Scientific HTL.

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1. Introduction

A. This Service Information Letter (SIL) details how owners, operators, and the OEM can locate the DOM information for the Rotary Buckle Assembly.

2. Scope/Effectivity

A. The aim of this SIL is to provide Parker Meggitt Approved Maintenance Organizations (AMO) and Operators with a list of Buckle assembly part numbers (part of various Parker Meggitt [Pacific Scientific] restraint system products) and the DOM information.

B. This SIL does not include all Parker Meggitt [Pacific Scientific] restraint system buckles.

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3. References

A. Background Information

(1) The FAA has adopted a new airworthiness directive (AD US 2021-07-13) for certain Pacific Scientific Company Rotary Buckle assemblies (Buckles), requiring the inspection of each Buckle. The AD was prompted by reports of cracked handles of Buckles manufactured in a certain date range. Buckles manufactured in this date range can no longer be installed without first being inspected. Pacific Scientific has provided instructions for locating Date of Manufacture (DOM) information on each Buckle to ensure that no Buckles manufactured in this date range are installed to maintain compliance with this AD.

(2) Parts affected by this AD can be checked against Appendix 1 of SB 25-1111432 REV 001, which lists the P/Ns of potentially affected restraint systems. This SIL details where the Buckle P/N and DOM may be located.

B. OEM Parts

(1) Parker Meggitt [Pacific Scientific] restraint systems.

4. Definitions

A. Component

(1) Any unit that performs a task on the airframe.

B. Sub-component

(1) Any subpart, subsystem, or item, included in or attached to a component sometimes called a detail part.

5. Compliance

A. There are no specific compliance requirements for this document.

6. Safety

A. There are no specific safety requirements for this document.

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SERVICE INFORMATION LETTER

7. Buckle Assembly Configuration

A. Table 1 below indicates if the rotary buckle has a Buckle Pad which will dictate the location of the DOM marking.

Table 1

Manufacturing Process Update Dates

P/N	Buckle Pad Y/N
1111430-11	Y
1111430-13	Y
1111430-15	Y
1111430-31	N
1111430-33	N
1111430-35	N
1111430-51	N
1111430-53	N
1111430-55	N
1111475-01	N
1111475-03	N
1111475-05	N
1111475-06	N
1111475-11	Y
1111475-13	Y
1111475-15	Y
1111475-65	N
1111475-71	N
1111475-73	N
1111475-75	N
1111475-81	Y
1111475-83	Y
1111475-85	Y

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8. How to Find DOM Information

A. For Rotary Buckles with a Buckle Pad: DOM information can be found inside the Buckle Pad, directly behind the Rotary Buckle as shown in Figure 1 and Figure 2.

B. For Rotary Buckles without a Buckle Pad: DOM information can be found on the rear of the Rotary Buckle as shown in Figure 3 and Figure 4.

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Figure 1
Rotary Buckle with Buckle Pad

Figure 2
Rotary Buckle DOM Location with Buckle Pad

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Figure 3
Rotary Buckle DOM Location without Buckle Pad

Figure 4
Rotary Buckle without Buckle Pad

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9. Contact, Cost and Availability Information

A. For any service issues such as returning the restraint system or rotary buckle for repair, please contact Parker Meggitt MRO facilities in Table 2 :

Table 2

Parker Meggitt MRO Shops

Parker Meggitt MRO Shops :			
PARKER MEGGITT AFTERMARKET SERVICES 11700 NW 102nd Road Suite 6 Miami, Florida 33178 USA	Phone FAX SITA	: : :	+ 1 305 477 4711 Ext. 260 / 229 + 1 305 477 9799 MIAPSXD
PARKER MEGGITT AEROSPACE LIMITED Antsy Park, Unit 2 Pilot Way, Coventry, CV7 9JU United Kingdom	Phone	:	+44 (0) 2476 666655
PARKER MEGGITT AEROSPACE ASIA PACIFIC PTE LTD 1A Seletar Aerospace Link Singapore 79552	Phone DID	: :	+ 65 6511 7200 + 65 6511 6282

B. The manufacturer’s contact information is shown in Table 3 :

Table 3

Parker Meggitt Manufacturer

Parker Meggitt Manufacturing Division :			
PARKER MEGGITT AIRFRAME SYSTEMS CIFIC SCIENTIFIC COMPANY] 1915 Voyager Avenue Simi Valley, California 93063-3349 USA	Phone FAX	: :	+ 1 805 584 4100 + 1 805 578 3400

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C. Assistance

(1) For assistance on this SIL information or requests for further information such as contact, cost, and availability information, please contact Parker Meggitt Customer Services and Support. Refer to Table 4.

Table 4

Parker Meggitt Customer Support

Customer Support :			
Parker Meggitt Customer Services and Support	E-mail	:	TechSupport@meggitt.com

10. Approval

A. None required.

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