


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0279</p> <p>Date: 19 December 2014</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU No 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU No 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name : ROMTEX ANJOU AERONAUTIQUE</p>	<p>Type/Model designation(s) : Torso Restraint System model 358</p>	
<p>ETSO Authorisation: EASA 21O.10036843 Rev. A</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
ATA 25	Equipment / Furnishing – Restraint System Rotary Buckle Sub-Assembly – Identification / Replacement	
<p>Manufacturer(s):</p>	<p>Romtex Anjou Aeronautique</p>	
<p>Applicability:</p>	<p>Romtex Anjou Aeronautique model 358 torso restraint systems. These restraint systems are known to be installed on, but not limited to, Airbus Helicopters EC130 T2, AS 350 B2 and B3 helicopters.</p>	
<p>Reason:</p>	<p>Several occurrences have been reported of rupture of the upper side (knob) of the rotary buckle installed on Romtex Anjou Aeronautique model 358 torso restraint systems.</p> <p>Investigation of production records has shown that the material used in two batches of key parts of the restraint system rotary buckle sub-assembly was altered by a supplier of Romtex Anjou Aeronautique to a specification different from the approved design data.</p> <p>This condition, if not corrected, could prevent the release of the restraint system straps as intended in the event of an emergency landing.</p> <p>To address this unsafe condition, Romtex Anjou Aeronautique issued Service Bulletin (SB) 358SB-14-101, providing instructions for identification and correction of the affected restraint systems.</p> <p>For the reasons described above, this AD requires replacement of the affected rotary buckle sub-assemblies with serviceable parts.</p> <p>Note 1: For the purpose of this AD, a rotary buckle sub-assembly is the half lap belt and buckle (sub)-assembly, or else (lap) belt and buckle (sub)-assembly.</p>	
<p>Effective Date:</p>	<p>02 January 2015</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously :</p> <p>(1) Within 30 days after the effective date of this AD, inspect the label of the rotary buckle sub-assembly to determine its Part Number (P/N) and Serial Number (S/N).</p> <p>If the P/N and S/N of the rotary buckle sub-assembly are specified in Romtex Anjou Aeronautique SB 358SB-14-101, before next flight, operate the rotary buckle and, if the straps are not released, accomplish one of the actions as required by paragraph (1.1) or (1.2) of this AD:</p> <p>(1.1) Replace the rotary buckle sub-assembly with a serviceable part in accordance with the instructions of Romtex Anjou Aeronautique SB 358SB-14-101, or</p> <p>(1.2) Mark the seat as “inoperative” until replacement of the rotary buckle sub-assembly as required by paragraph (2) of this AD.</p> <p>(2) Unless already accomplished as required by paragraph (1) of this AD, within 6 months after the effective date of this AD, replace each rotary buckle sub-assembly having a P/N and S/N as specified in Romtex Anjou Aeronautique SB 358SB-14-101 with a serviceable part in accordance with the instructions of Romtex Anjou Aeronautique SB 358SB-14-101.</p> <p>(3) Do not install:</p> <ul style="list-style-type: none"> - on any restraint system a spare rotary buckle sub-assembly, or - on any aircraft a restraint system equipped with a rotary buckle sub-assembly <p>having a P/N and a S/N listed in Romtex Anjou Aeronautique SB 358SB-14-101, unless the sub-assembly has been repaired, as follows:</p> <p>(3.1) For aircraft not currently equipped with an affected rotary buckle sub-assembly P/N and S/N: From the effective date of this AD.</p> <p>(3.2) For aircraft currently equipped with an affected rotary buckle sub-assembly P/N and S/N: After replacement of the rotary buckle sub-assembly as required by this AD.</p> <p>Note 2: A rotary buckle sub-assembly has been repaired by Romtex Anjou Aeronautique or by a duly authorised maintenance organisation when the accomplishment of Anjou Aeronautique SB 358SB-14-101 is marked on the label of the sub-assembly.</p>
<p>Ref. Publications:</p>	<p>Romtex Anjou Aeronautique SB 358SB-14-101, original issue dated 09 October 2014, or Revision 01 dated 12 October 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 31 October 2014 as PAD 14-160 for consultation until 28 November 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Romtex Anjou Aeronautique, Strada Livezii nr.98, 550042, Sibiu Romania Tel: +40 269 243 918; Fax: +40 269 243 921 E-mail: seatbelts@anjouaero.com.