

Restraint Equipment

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**AD/RES/32**

**Aircraft Belts Inc - Buckle Assemblies**

**2/99**

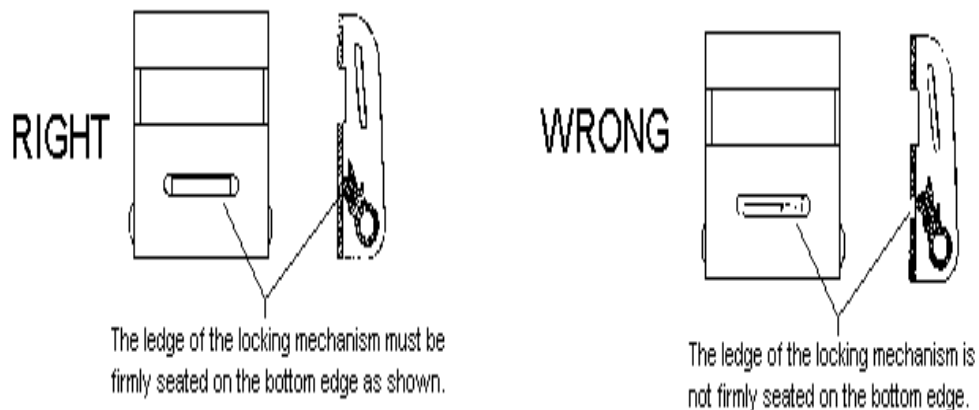
Applicability: All restraint systems manufactured by Aircraft Belts Inc. USA.

Requirement: 1. Inspect the identification label to determine the model number of the restraint.

*Note 1. The part number (P/N) of the seat restraint system is on the identification label located on each end of the seat restraint near the anchor point. The model number is indicated by the first two letters of the P/N. (Example: P/N MD A2626-E010)*

2. If the model is CS, CT, FM, FN, GK, GL, JD, JE, JT, JU, MD, ME, MM, MN, NB, PM, PN, RG or RH:

- (a) Visually inspect the restraint to determine if the locking mechanism is engaging properly in accordance with the following:
  - (i) Open the lift lever of the buckle fully until it will not open any further. This will cause the locking mechanism to pivot on the pivot pin.
  - (ii) Allow the spring to close the lift lever slowly until the lift lever is back to its at-rest position.
  - (iii) After the lever is completely closed, examine the slot in the bottom of the buckle. The locking mechanism should be firmly seated against the edge of the slot as shown in figure 1.



- (b) If the locking mechanism does not seat properly, replace the restraint.

*Note 2. FAA AD 98-25-10 refers.*

**COMMONWEALTH OF AUSTRALIA**  
**CIVIL AVIATION SAFETY AUTHORITY**  
**SCHEDULE OF AIRWORTHINESS DIRECTIVES**

*(Civil Aviation Regulations 1998), PART 39 - 107*

- Compliance:
1. Before 25 March 1999.
  2. If applicable, before 25 May 1999.

Inspection in accordance with Requirement 1 may be accomplished by the pilot or owner in which case this AD may be certified in Col 2 Part 3 of the Maintenance Release.

This Airworthiness Directive becomes effective on 25 February 1999.

- Background:
- The restraint manufacturer has reported failures of the seat restraint system where the buckle assembly locking mechanism has not engaged properly. This could result in the restraint failing to secure the occupant during turbulence or landing.