Airworthiness Directive

AD No.: 2020-0272

Issued: 09 December 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
SCHROTH SAFETY PRODUCTS GmbH

Type/Model designation(s):
4 Point Harness Restraint System

Effective Date: 23 December 2020

ETSOA Number(s): 40.073/29

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Buckle – Modification / Replacement

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Manufacturer(s):
Schroth Safety Products GmbH, Schroth Safety Products LLC, formerly known as Takata Protection Systems Inc., BAE Safety Systems Products Inc., Schroth Safety Products Corp.

Applicability:
4 Point Harness Restraint Systems, having Part Number 18-( )-( ), all dash numbers, all serial numbers.

These parts are known to be installed on, but not limited to, Airbus A330, A340 and A350 aeroplanes.

Definitions:
For the purpose of this AD, the following definitions apply:

The SB: Schroth Service Bulletin (SB) 25-22-00.

Affected buckle: Any rotary buckle type SL 73.01, SL 73.02, SL 73.03 or SL 73.12, having a date of manufacture between Week 13 2018 and Week 18 2019 inclusive, except those on which the "permanent corrective action", as identified in the SB, has been accomplished by Schroth, having sealing wax markings on both screws on the bottom.

Serviceable buckle: A rotary buckle which is not an affected buckle.

Affected restraint system: A restraint system equipped with an affected buckle.

Reason:

Occurrences have been reported of cabin attendant restraint system buckles which could not be unlatched. Investigation results determined that these events were caused by a loosened centre screw of the buckle assembly.

This condition, if not corrected, could affect the ability of the cabin attendant to unlatch the restraint system, possibly preventing initiation of safety evacuation procedures during an emergency.

To address this potential unsafe condition, Schroth revised manufacturing and refurbishing procedures, and issued the SB to provide instructions for a temporary rework of the affected buckles, allowing these to remain in service until replacement of the affected buckles.

For the reason described above, this AD requires temporary modification and replacement of all affected buckles, and provides additional conditions for installation of parts.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Modification:

(1) Within 2 months after the effective date of this AD, modify each affected buckle in accordance with the instructions of the SB – Section 2 – work step from (2) to (6) inclusive, or replace the affected buckle with a serviceable buckle, as defined in this AD. Replacement of buckle can be accomplished in accordance with the instructions of the applicable Component Maintenance Manual.

(2) Unless already done as required by paragraph (1) of this AD, within 12 months after the modification as required by paragraph (1) of this AD, replace each affected buckle with a serviceable buckle, as defined in this AD. Buckle replacement can be accomplished in accordance with the instructions of the applicable Schroth Component Maintenance Manual, or by replacement of the affected restraint system with a not affected restraint system, in accordance with the applicable maintenance instructions issued by the aircraft design approval holder.

Alternative Method:

(3) As an alternative to the requirements of paragraphs (1) and (2) of this AD, marking a seat, equipped with an affected restraint system, as inoperative and assuring that seat is not occupied during flight operations, is an acceptable alternative method to defer compliance with the requirements of paragraph (1) and (2) of this AD for that seat, provided this is accomplished within the provisions of the applicable (master) minimum equipment list.

Parts Installation:

(4) From the effective date of this AD, it is allowed to install an affected buckle on any restraint system, provided that the affected buckle has been modified in accordance with the

instructions of the SB, Section 2, work step (2) to (6) inclusive, and, following installation, is replaced as required by paragraph (2) of this AD.

(5) From the effective date of this AD, it is allowed to install an affected restraint system on any aircraft, provided the affected buckle has been modified in accordance with the instructions of the SB, Section 2, work step (2) to (6) inclusive, and, following installation, is replaced as required by paragraph (2) of this AD (see Note 1 of this AD).

Note 1: Removal of an affected restraint system from an aircraft and subsequent reinstallation of that affected restraint system on the same aircraft, accomplished during a single maintenance visit, is not considered 'install' as specified in paragraph (5) of this AD.

Ref. Publications:

Schroth SB 25-22-00 original issue dated 10 January 2020.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 06 November 2020 as PAD 20-175 for consultation until 04 December 2020. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Schroth Safety Products GmbH, Customer Support, Im Ohl 14, 59757 Arnsberg, Germany, Telephone: +49 (0)2932-9742 134; Fax: +49 (0)2932-9742 42, E-mail: aerospace@schroth.com.