LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon: Oslo (02) 12 13 40
AFTN : ENFBYE
Tlgr. : CIVILAIR OSLO
Telex : 17011 ldal n

LUFTDYKTIGHETSPÅBUD
(LDP)

Tilbehør
Pacific
Scientific-1

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

15/80 KONTROLL OG UTSKIFTING AV SETEBELTELÅSER

Påbudet gjelder:

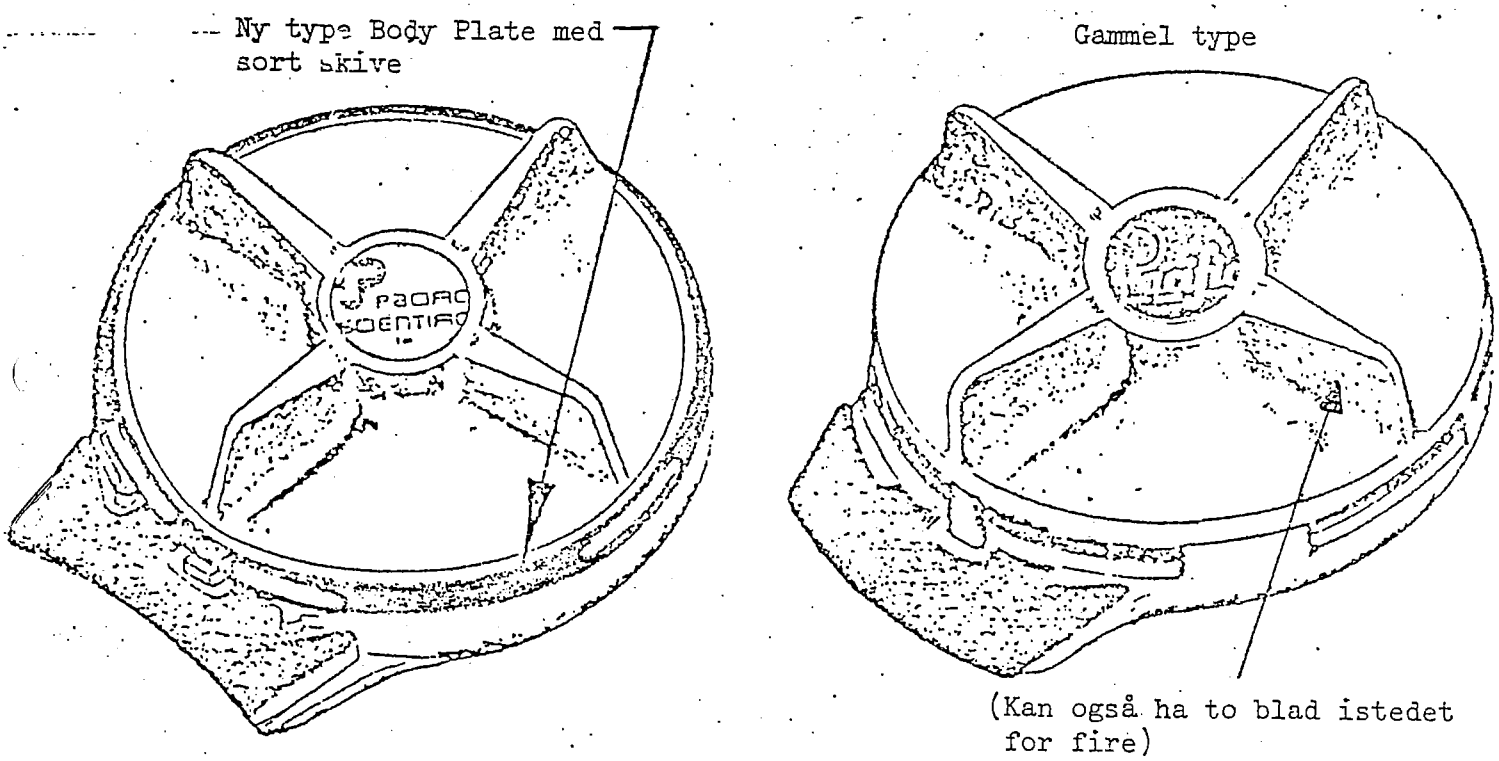
Pacific Scientific Restraint System roterende setebeltelås fremstillet i 1970.

Påbudet omfatter:

For å forhindre at låsen på setebeltene montert i cockpit og på kabinpersonellets seter ikke åpner skal låsene kontrolleres som følger:

Kontroller om låsen har en sort plate under utløserplaten som vist på på skissen. Dersom ingen sort plate finnes, skal beltelåsen skiftes ut med ny påmontert sort plate eller så skal hele beltet skiftes ut.

Pacific Scientific Service Bulletin 1101 550-25-11 revisjon "A" datert 2. august 1979 omhandler samme sak.



Tid for utførelse:

Innen 1. juli 1980.

Referanser:

FAA AD 80-01-05 Amendment 39-3646.

12-2-1980

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i ved-

32/83 KONTROLL OG UTSKIFTING AV DEKSEL PÅ SETEBELTELÅS

Påbudet gjelder:

Pacific Scientific Flight Attendant Restraint System roterende setebeltelås framstilt før 1982 med delnr. 1107261-01, -05 og -09.

Påbudet omfatter:

For å unngå at setebeltelåsen ikke lar seg åpne skal følgende utføres:

1. Kontroller om Pacific Scientific roterende setebeltelås, som illustrert i fig. 1 av Pacific Scientific Service Bulletin 1107261-25-01 er installert.

2. Kontroller i så fall om den gamle (1107270-01) eller den nye (1107525-01) type deksel er installert. Dekslene er ikke identifisert ved hjelp av egne delnr. Den nye type har imidlertid i tilegg til hodene på de to festeskruene som er synlig på den gamle type, også to synlige nagler på utsiden av dekselet. I tillegg skal den nye type deksel være identifisert med bokstaven "M" etter delnummeret på beltet og/eller beltesnellens navneplate.

3. Dersom den nye type deksel (1107525-01) er installert er ikke andre foranstaltringer nødvendige.

4. Dersom den gamle typedeksel (1107270-01) er installert skal dette skiftes ut med den nye type (1107525-01). Merk deretter beltet og/eller beltesnellens navneplate med bokstaven "M" etter delnummeret.

Tid for utførelse:

Innen 30.4.84

Referanser:

FAA AD 83-11-03 Amendment 39-4662

R. Ulltang

30.9.83

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

PACIFIC SCIENTIFIC - 2

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

146/88 UTSKIFTING AV DELER I SIKKERHETSBELTER

Påbudet gjelder:

Pacific Scientific setebelter (FAA TSO C22f) med delnr. 1107177 (alle "dashnr."), som er produsert mellom 1.9.84 og 1.1.86.

Påbudet omfatter:

For å sikre at akselen i snellen til rullebeltemekanismen er av tilstrekkelig styrke, skal alle belter kontrolleres i henhold til Pacific Scientific Company Safety Advisory Letter (som gjelder Mark V Reel Lap Belt Belt Assembly; den berørte beltetype).

Denne kontrollen er for å fastslå om akselen i snellen (belt retractor shaft, delnr. 1106294-01) er laget av korrekt materiale.

Dersom enden på denne akselen har gullfarget eloksering er den akseptabel. Dersom elokseringen er matt grå, må akselen skiftes ut før første flyging.

Tid for utførelse:

Innen 180 dager etter 22.10.88

Referanse:

FAA AD 87-20-05

22.10.88

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

trykk-Oslo

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

PACIFIC SCIENTIFIC - 3

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-006 UTSKIFTING AV SETEBELTER

Påbudet gjelder:

Pacific Scientific Company, HTL/KIN-Tech Division setebelter.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 94-21-06 samt Pacific Scientific Service Bulletin 1108460-25-01, datert 28.04.94.

Anm.: Før hver flyging frem til alle setebelter er skiftet ut, skal mannskap og passasjerer informeres om nødvendigheten av at innstikket på enden av beltet ikke står skjevt inn i låsemekanismen når beltet åpnes.

Tid for utførelse:

Innen 90 dager etter 01.01.94.

Referanse:

FAA AD 94-21-06.

Gyldighetsdato:

01.01.95.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

BW 94-23

PACIFIC SCIENTIFIC COMPANY
AIRWORTHINESS DIRECTIVE
APPLIANCE
SMALL AIRCRAFT & ROTORCRAFT

94-21-06 PACIFIC SCIENTIFIC COMPANY, HTL/KIN-TECH DIVISION: Amendment 39-9048. Docket 94-NM-73-AD.

Applicability: Lap belt assemblies and restraint systems, as listed in Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, and Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994; as installed on aircraft and rotorcraft, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent the inability of passengers or crew to egress from their seats during an emergency situation, due to problems associated with the lap belt assembly, accomplish the following:

(a) Within 90 days after the effective date of this AD, remove the applicable lap belt assemblies and restraint systems, and replace them with new design assemblies in accordance with Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, or Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994, as applicable.

(b) As of a date 90 days after the effective date of this AD, no person shall install on any aircraft or rotorcraft a passenger or crew lap belt or restraint system (as listed in Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, and Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994) that incorporates the part number 1108435 "45 degrees" release lift lever buckle assembly, or the part number 1108460 "90 degrees" release lift lever buckle assembly.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The removal and replacement shall be done in accordance with Pacific Scientific Service Bulletin 1108435-25-01, dated April 28, 1994, or Pacific Scientific Service Bulletin 1108460-25-01, dated April 28, 1994, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Pacific Scientific, HTL/KIN-TECH Division, 22715 Savi Ranch Parkway, Yorba Linda, California 92687. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on November 25, 1994.

FOR FURTHER INFORMATION CONTACT:
Layton Walker, Aerospace Engineer, Systems & Equipment Branch, ANM-130L, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5339; fax (310) 988-5210.

Bilag til LDP 95-006

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

**Transport Airplane Directorate
Aircraft Certification Service**

1601 Lind Avenue, S. W.
Renton, Washington 98055-4056

DEC 8 1994

To: All Airworthiness Authorities

Subject: Information Regarding Defective Pacific Scientific Seat Belts

This is to inform you that on October 7, 1994, the Federal Aviation Administration (FAA) issued an Airworthiness Directive (AD) AD 94-21-06, Docket No. 94-NM-73-AD, Amendment 39-9048. The AD requires that certain Pacific Scientific lap belt assemblies and restraint systems be replaced with a different assembly. The AD also requires that all affected assemblies be replaced and removed from service by February 22, 1995 (90 days after the effective date of the AD).

The FAA is concerned that until the seat belts are replaced there is a possibility that, under emergency conditions the affected seat belts may not release from the buckle as designed. Therefore, it is prudent that until the affected seat belts are replaced the passengers and crewmembers should be advised of the proper method to release the seat belt buckle in case of an emergency.

As a result of this we request that you advise all operators within you jurisdiction that until they have complied with the requirements of AD 94-21-06, they should place special emphasis on informing the passengers and crewmembers before each flight about the need to align the buckle insert when lifting the buckle release lever to ensure easy release of the safety belts.

Ronald T. Wojnar
Manager, Transport Airplane Directorate
Aircraft Certification Service

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

PACIFIC SCIENTIFIC - 4

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

97-024 KONTROLL AV BRANNSLUKNINGSAPPARAT

Påbudet gjelder:

Pacific Scientific Company, HTL/KIN-tech division brannslukningsapparat som har P/N 13083-10 og -25.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 97-04-15.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 97-04-15, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 97-04-15

Gyldighetsdato:

01.04.97

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

97-04-15 PACIFIC SCIENTIFIC COMPANY, HTL/KIN-TECH DIVISION: Amendment 39-9940. Docket 97-NM-27-AD.

Applicability: Fire extinguisher bottle cartridges (squibs) having part numbers (P/N) 13083-10 and -25; as installed in, but not limited to, the following airplane models, certificated in any category:

de Havilland Model DHC-7 series airplanes;

de Havilland Model DHC-8-100 and -300 series airplanes;

General Dynamics Convair Model 340, 440, and C-131 (military) series airplanes modified in accordance with Supplemental Type Certificate SA41100;

Lockheed Model 382 series airplanes; and

Sabreliner Model NA-265-60, -65, and -75A series airplanes.

NOTE 1: This AD applies to Pacific Scientific Company, HTL/Kin-Tech Division, fire extinguisher bottle cartridges having P/N's 13083-10 and -25, as installed on any airplane, regardless of whether the airplane has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent electrical shorting of the pins of the fire extinguisher bottle cartridge, which could result in failure of the fire extinguisher bottle to discharge when commanded, accomplish the following:

(a) Within 30 days after the effective date of this AD, accomplish the following:

(1) Pull the applicable circuit breakers and disconnect the electrical connector from any Pacific Scientific Company, HTL/Kin-Tech Division, fire extinguisher bottle cartridge (squib) having P/N 13083-10 or 13083-25. CAUTION: Prior to removing the electrical connector from the fire extinguisher bottle cartridge, ensure that the technician is grounded properly. Cartridges are electrostatic discharge (ESD) sensitive.

(2) Perform a one-time visual inspection of the electrical receptacle of the cartridge and its mating connector to detect the presence of aluminum foil in the area of the pins of the cartridge and the connector. The aluminum foil may have the appearance of solder. Remove any aluminum foil that is present.

(3) Reinstall the electrical connector, and reset the applicable circuit breakers.

NOTE 2: Inspections and removal of foil accomplished prior to the effective date of this AD in accordance with Pacific Scientific Service Letter 97-018.BC, dated January 21, 1997, are considered acceptable for compliance with the requirements of this AD.

(b) As of the effective date of this AD, no person shall install on any airplane a Pacific Scientific Company, HTL/Kin-Tech Division, fire extinguisher bottle cartridge having P/N 13083-10 or 13083-25, unless the cartridge has been inspected in accordance with paragraph (a)(2) of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on March 7, 1997.

FOR FURTHER INFORMATION CONTACT: Robert Baitoo, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5245; fax (310) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

PACIFIC SCIENTIFIC - 5

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

2007-058 **"SEAT RESTRAINT SYSTEM PLASTIC ROTARY BUCLE HANDLE - INSPECTION/REPLACEMENT"**

Påbudet gjelder:

Alle Pacific Scientific Company "rotary buckles" som nærmere beskrevet i vedlagte kopi av EASA AD 2007-0256.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av EASA AD 2007-0256.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av EASA AD 2007-0256, med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2007-0256.

Gyldighetsdato:

2007-10-24.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

EASA	AIRWORTHINESS DIRECTIVE
	**AD No.: 2007 - 0256** **Date: 19 September 2007**

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name:	**Type/Model designations:**
Pacific Scientific Company, HTL/KIN-TECH Division	Restraint Systems: 2000029, 2000067, 2000115

TSOA Number: various
ETSOA Number: various, e.g. CAA UK Approval Number AR01193, AR0197, AR01199.

Foreign AD: None

Supersedure: None

ATA 25	**Equipment and Furnishing - Seat Restraint System Plastic Rotary Buckle Handle - Inspection/Replacement**
Manufacturer:	Pacific Scientific Company
Applicability:	All the Pacific Scientific rotary buckles p/n's 1111430-XX and 1111475-XX used on restraint systems p/n's: 2000029-01 2000067-01 2000115-101 2000029-03 2000115-121 2000029-101 2000029-121 manufactured from November 2004 through May 2007 inclusive. These p/n's are known to be installed on, but not limited to, Eurocopter a/c models AS 350, AS 355, EC120, EC 130, EC 155. The applicability of this AD is limited to rotorcraft only and is not intended for aeroplanes.
Reason:	Pacific Scientific has received field reports of several instances of cracking on the guarded rotary buckle assembly plastic handle part numbers 1111430-XX and 1111475-XX with a date of manufacture from November 2004 through May 2007 inclusive. Preliminary testing performed by Pacific Scientific on buckle assemblies with 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. These circumstances are: • a passenger who weights more than 50 kg and • an aircraft upside down. This could therefore result in a potential unsafe condition in event of an emergency landing or when the occupant is bearing on the buckle. The above is considered possible to take place for helicopters only and not for large aeroplanes. This AD requires identification of all affected buckles, an inspection for cracks and ultimate replacement of the entire batch of suspect buckles.
Effective Date:	03 October 2007
Compliance:	Required as follows, unless already accomplished, in accordance with the instructions of Pacific Scientific SB 25-1111432 original issue dated May 22, 2007: 1. within 30 days after the effective date of this AD, inspect the seat restraint systems, installed on seats or held as spare, to identify if the buckles part numbers are those affected by this AD; if yes, check the buckles for integrity. 2. Immediately replace any cracked buckle with an airworthy part or mark the seat as "un-operative". 3. In the 6 months following the effective date of this AD repeat inspection of the buckles affected by this AD before any flight and immediately replace them with an airworthy part if any start of cracking is detected or mark the seat as "un-operative". Not later than 6 months after the effective date of this AD, replace all rotary buckles, as identified in the Applicability section of this AD, with an airworthy part. 4. After 6 months from the effective date of this AD, no person may install on any aircraft as a replacement part any spare rotary buckle having P/N 1111430-XX or 1111475-XX with a manufacturing date from November 2004 through May 2007 inclusive, or install any spare restraint system having the above mentioned buckle part numbers and manufacturing date.
Ref. Publications:	Pacific Scientific SB 25-1111432 issue dated May 22, 2007.
Remarks :	1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 03 August 2007 as PAD 07-134 for consultation until 07 September 2007. The Comment Response Document can be found at http://ad.easa.europa.eu/ . 3. Enquiries regarding this AD should be referred to the AD Focal Point - 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: *Pacific Scientific Aviation Services* 11700 N.W. 102nd Rd. # 6 Miami, Florida 33178 United States Ph: 305-477-4711 Fax: 305-477-9799

	Contact: Edel Mena www.pacscimiami.com *Pacific Scientific UK Ltd.* Howarth Road, Maidenhead Berkshire SL6 1AP United Kingdom Ph: 44-1628 68-2200 Fax: 44-1628-68 2250 Contact: Ross Hamilton *Pacific Scientific Germany* Unit 6 Hagen Park Miramstrasse 74 34123 Kassel Germany Tel: + 49 (0) 561 57981 0 Fax: + 49 (0) 561 57981 25 Contact: Michael Hippe