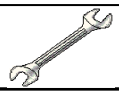
No. 4047-S-25

SAFETY INFORMATION NOTICE

SUBJECT: EQUIPMENT AND FURNISHINGS

Schroth safety belt buckle jammed

For the attention of	
	

AIRCRAFT CONCERNED	Version(s)	
	Civil	Military
AS350	B2, B3	
AS550		C3
AS355	NP	
AS555		AP
EC130	T2	

Airbus Helicopters has been informed of a case of the cover of a Schroth safety belt buckle being jammed, which arose whilst the aircraft was in service.
These 4-point safety belts P/N 1-10-DF0A01BCR equip the Zodiac 198 and 284 type seats.

This buckle is equipped with two independent systems which can release the strap connectors:

1 - Primary system (the most standardized): rotating the buckle cover clockwise or counterclockwise simultaneously releases all the buckle connectors except the one that is attached to the buckle.

2 - Alternative system (less common): allows only the two shoulder strap connectors to be released.

The cover becoming jammed can cause the belt buckle cover to lose its rotation function, meaning the end connectors fail to release.

You will therefore find below the second alternative method (2) set out in detail, which allows the connectors of the two shoulder straps to be released should the cover rotation function of the belt buckle fail.

The top finger tab (PHOTO 1) located at the top of the buckle allows the shoulder strap connectors to be released (PHOTO 3) when it is pushed forward (PHOTO 2).

PHOTO 1 - Location of the finger tab

PHOTO 2 - Action of pressing the finger tab forward

PHOTO 3 - The harness connectors are released

In order to be able to free yourself from the other two lap straps, you will need to pull towards the buckle on the strap adjustment tabs (PHOTO 4) to obtain a maximum strap length, which will allow you to free yourself by letting the straps fall to the ground (PHOTO 5).

PHOTO 4 - Action of pulling the adjustment tabs of the lap straps towards the buckle

PHOTO 5 - The lap straps are long enough to be passed over the knees, meaning the legs can be released once the straps are placed on the floor of the aircraft.
The seat occupant can easily evacuate the aircraft if necessary.

The tests above have been satisfactorily performed at Airbus Helicopters.
Consequently, should the aircraft need to be evacuated, each operator must provide the correct information to passengers and crew members during Safety Briefings before boarding.