NOTE: CLN THIS MESSAGE HAS NOT, REPEAT HAS NOT, BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES, ADDRESSEES ARE RESPONSIBLE FOR DISSEMINATION OF MESSAGE TO ALL SUBORDINATE UNITS, ACTIVITIES, ELEMENTS, OR FOREIGN USERS AFFECTED OR CONCERNED, RETRANSMITTAL SHALL REFERENCE THIS MESSAGE.

SUBJ: CLN MAINTENANCE ADVISORY MESSAGE ON AVIATION LIFE SUPPORT EQUIPMENT CLN EXTENSION OF SERVICE LIFE FOR ARMY AIRCRAFT PERSONNEL RESTRAINT EQUIPMENT (GEN-77-7)

1. BASED ON CONCURRENCE FROM NATICK RESEARCH AND DEVELOPMENT COMMAND, THE SERVICE LIFE OF ARMY RESTRAINT EQUIPMENT CAN BE EXTENDED TO SIX YEARS TO PREVENT GROUNDING OF AIRCRAFT DURING SUPPLY SHORAGES.

2. THIS EXTENSION IS GRANTED PROVIDED THAT ALL PERSONNEL RESTRAINT EQUIPMENT OVER 5 YEARS OLD SHALL BE GIVEN AN INITIAL INSPECTION AND AN INSPECTION EVERY 30 DAYS THEREAFTER FOR INDICATIONS OF WEAKNESS. THIS INSPECTION WILL INCLUDE THE FOLLOWING ITEMS CLN VISUALLY INSPECT EACH SAFETY LAP BELT, SHOULDER HARNESS, INERTIA REEL STRAP, SAFETY BELT TIEDOWN STRAP, AND PERSONNEL RESTRAINT HARNESS FOR THE FOLLOWING SIGNS OF WEAKNESS CLN:
   A. LOOSE BOLTS AND FASTENERS
   B. IMPROPER ATTACHMENT, INSTALLATION, OR OPERATION OF HARDWARE
   C. MISSING OR UNSERVICEABLE ADJUSTER WEBBING RETARDER SPRING
   D. METAL HARDWARE THAT IS BENT, BROKEN, OR CORRODED IN EXCESS OF AN AREA 1/4" X 1/4"
   E. ANY CUTS, BURNS, OR TEARS IN THE WEBBING CLN ANY BROKEN STITCHES
   F. WEAR OR FRAYING OF THE WEBBING CAUSING BROKEN, REVELED OR LOST FIBERS, ESPECIALLY IN THE AREA OF THE LENGTH ADJUSTER
   G. ANY STAIN FROM FLUIDS THAT APPEARS ON BOTH SIDES OF THE WEBBING
   H. ANY SUNLIGHT DISCOLORATION OR FADING WHICH CAUSES A
I. ANY IMBEDDED DIRT WHICH CAUSES A SIGNIFICANT DIFFERENCE IN SHADE COMPARED TO A CLEAN SECTION.
J. PULL TABS THAT HAVE LOOSE OR BROKEN STITCHES.
K. LEATHER CUSHION THAT IS TORN OR HAS LOOSE RIVETS OR ELONGATED RIVET HOLES.
PERSONNEL RESTRAINT EQUIPMENT WHICH CANNOT PASS THIS INSPECTION, WHICH IS DAMAGED, OR WHICH SHOWS SIGNS OF WEAKNESS THAT MAY RENDER IT INCAPABLE OF PERFORMING ITS FULL RESTRAINING FUNCTION WILL BE REPLACED. IN CASE OF DOUBT, SEEK ADVICE FROM THE MAINTENANCE OFFICER.

3. THIS EXTENSION IS BASED ON THE REQUIREMENT THAT YOU WILL TAKE AGGRESSIVE ACTION TO REQUISITION NEW EQUIPMENT. DA FORM 2408-16 (EQUIPMENT INSPECTION LIST) OR EQUIVALENT AIRCRAFT HISTORICAL MAINTENANCE FORM, IS TO BE AMENDED TO REFLECT THIS EXTENSION CITING THIS MESSAGE AS AUTHORITY. DA FORM 2408-16 WILL ALSO BE ANNOTATED TO RECORD THE 30 DAY INSPECTION REQUIREMENT.

4. IN SITUATIONS WHERE THE SERVICE LIFE OF PERSONNEL RESTRAINT EQUIPMENT USED BY THE PILOT AND COPILOT MUST BE EXTENDED, THE

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AIRCRAFT WILL BE PLACED ON A CIRCLED RED X AND RESTRICTED FROM ACTICE TOUCHDOWN AUTOROTATIONS.

POINT OF CONTACT FOR ACTION ON THIS MESSAGE IS MR. JIM RUFFNER/AVTN 698-2632/2660/2460 OR COMMERCIAL 314-263-2630/2660/2460.
ST #0716

NNNN
SUBJ: HARNESS ACFT. SAFETY, NSN 1680-00-555-2936, PN 57D677

A. NGB-AVN-M SG R161926Z FEB 77, SAB
1. BASED ON RECOMMENDATIONS FROM NATICK RESEARCH AND DEVELOPMENT COMMAND, THE SERVICE LIFE OF ARMY RESTRAINT EQUIPMENT CAN BE EXTENDED TO SIX YEARS TO PREVENT GROUNDING OF AIRCRAFT DURING SUPPLY SHORTAGES.
2. THIS EXTENSION IS GRANTED PROVIDED THAT ALL SHOULDER HARNESSES OVER 5 YEARS OLD SHALL BE GIVEN AN INITIAL INSPECTION AND AN INSPECTION EVERY 30 DAYS THEREAFTER FOR INDICATIONS OF WEAKNESS.
3. INSPECTION WILL INCLUDE THE FOLLOWING ITEMS CLN
   "VISUALLY INSPECT EACH SHOULDER HARNESS FOR THE FOLLOWING SIGNS OF WEAKNESS CLN

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A. LOOSE BOLTS AND FASTENERS.
B. IMPROPER ATTACHMENT, INSTALLATION, OR OPERATION OF HARDWARE
C. MISSING OR UNSERVICEABLE ADJUSTER WEBBING RETARDER SPRING
D. METAL HARDWARE THAT IS BENT, BROKEN, OR CORRODED IN EXCESS OF AN AREA 1/4" X 1/4".
E. ANY CUTS, BURNS, OR TEARS IN THE WEBBING, ANY BROKEN STITCHES,
F. WEAR OR FRAYING OF THE WEBBING CAUSING BROKEN, RAVAGED OR LOST FIBERS, ESPECIALLY IN THE AREA OF THE LENGTH ADJUSTER.
G. ANY STAIN FROM FLUIDS THAT APPEARS ON BOTH SIDES OF THE WEBBING.
H. ANY SUNLIGHT DISCOLORATION OR FADING WHICH CAUSES A SIGNIFICANT DIFFERENCE IN SHADE BETWEEN THE EXPOSED AND UNEXPOSED SECTIONS.
I. ANY IMBEDDED DIRT WHICH CAUSES A SIGNIFICANT DIFFERENCE IN SHADE COMPARED TO A CLEAN SECTION.
J. PULL TABS THAT HAVE LOOSE OR BROKEN STITCHES, RESTRAINT EQUIPMENT WHICH CANNOT PASS THIS INSPECTION, WHICH IS DEFECTED OR WHICH SHOWS SIGNS OF WEAKNESS THAT MAY RENDER IT INCAPABLE.
K. PERFORMING ITS FULL RESTRANING FUNCTION WILL BE REPLACED. IN.
PAGE 3  RULNNAC0609 UNCLAS
CASE OF DOUBT, SEEK ADVICE FROM THE MAINTENANCE OFFICER.

3. THIS EXTENSION IS BASED ON THE REQUIREMENT THAT YOU WILL TAKE
AGGRESSIVE ACTION TO REQUISITION NEW EQUIPMENT. DA FORM 2408-18
(EQUIPMENT INSPECTION LIST) OR EQUIVALENT AIRCRAFT HISTORICAL
MAINTENANCE FORM, IS TO BE AMENDED TO REFLECT THIS ONE-TIME EXTENSION
CITING THIS MESSAGE AS AUTHORITY.

4. IN SITUATIONS WHERE RESTRAINT EQUIPMENT USED BY THE PILOT AND
COPILOT MUST BE EXTENDED, THE AIRCRAFT WILL BE PLACED ON A CIRCLE
RED X AND RESTRICTED FROM PRACTICE TOUCHDOWN AUTOROTATIONS.

5. POINT OF CONTACT FOR ACTION ON THIS MESSAGE IS MR. JIM RUFFNER,
AT VN 698-2630/2660/2480 OR COMMERCIAL 314-268-2630/2660/2480.
BT
#0609

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