



EASA Safety Information Bulletin

SIB No.: 2008-24
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Subject: **Passenger Restraint System on Normal, Utility and Aerobatic Category Aeroplanes with a Maximum Takeoff Weight of less than 5 670 kg and 9 Passenger Seats or less.**

Ref. Publication: UK Air Accident Investigation Branch - Safety Recommendations 2001-40 & 2006-101. CAA UK Air Navigation Order Schedule 4, Section 5, Scale B (i)(f). FAA Advisory Circular No. 21-34. FAA Advisory Circular No. 23-4.

Introduction: Upper Torso Restraint (UTR) systems are widely recognised as a safety enhancing feature which can reduce the number of fatalities following an otherwise survivable accident and reduce the number of seriously injured and the severity of those injuries. This recognition is reflected in the airworthiness standards of FAR/JAR/CS 23.785, which now include UTR as a mandatory requirement within the basic design codes.

While these enhancements have benefited passenger protection on new aeroplanes, the existing fleets are not immediately affected and accidents continue to occur where passengers might have benefited if UTR systems had been fitted. Consequently, various national aviation authorities have recognised the need to enhance existing standards and have proposed national requirements to address this issue. Also some TC holders have issued technical publications to support retrofit of the UTR systems on existing fleets.

Based on the UK experience, together with the similar US experience that led to publication of FAR Part 23 Amendment 23-32, the Agency has concluded that there is sufficient justification to investigate the possibility of mandating Upper Torso Restraint systems to aeroplanes certificated in the normal, utility or aerobatic category in compliance with previous amendments of the regulation, when engaged in Commercial Air Transportation operations, and to raise awareness of the issue.

According to Article 20(1) of Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, EASA has taken over Member States obligations related to design approval. EASA has determined that the aforementioned information may raise passenger safety concerns on aircraft under national registers.

Therefore EASA has decided to:

This is information only. Recommendations are not mandatory.

- Inform National Airworthiness Authorities and aviation stakeholders by way of this Safety Information Notice to raise awareness;
- Further investigate the possibility to mandate UTR systems for passengers for all normal, utility and aerobatic category aeroplanes with Maximum Takeoff Weight of less than 5 670 kg and 9 passenger seats or less, when engaged in Commercial Air Transportation operations. The Agency will assess the impact of mandating it in the first issue of EASA Implementing Rules for air operations.

Applicability: All normal, utility and aerobatic category aeroplanes with a Maximum Takeoff Weight of less than 5 670 kg and 9 passenger seats or less, when engaged in Commercial Air Transportation operations and not already equipped with occupant Upper Torso Restraint systems.

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