

LAA/AWA/19/12
28th March 2019

**Civil Aviation Authority
Safety Notice SN-2019/003**

Aircraft Safety Harness Integrity

The UK CAA have recently published a Safety Notice (SN-2019/003) giving guidance and offering recommendations regarding the ongoing operational safety of aircraft harnesses.

The Safety Notice was written after a national consultation exercise in which LAA Engineering played an active role and was in response to a Safety Recommendation (2017-021) issued by the UK AAIB as part of the official report into a fatal accident involving a YAK-52 in July 2016 (EW/C2016/07/01).

Within the LAA's maintenance regime the inspection of the aircraft's safety harness system forms part of the annual inspection as laid out in the renewal application form, though inspectors and owners must understand that this regime is an absolute minimum list. Often aircraft or kit manufacturers will prescribe a maintenance regime and many owners choose to create their own Tailored Maintenance Schedule (TMS): this Safety Notice provides more detailed advice about what the engineer should be looking for when it comes to inspecting an aircraft safety restraint system.

CAA SN-2019/003 can be downloaded [HERE](#).

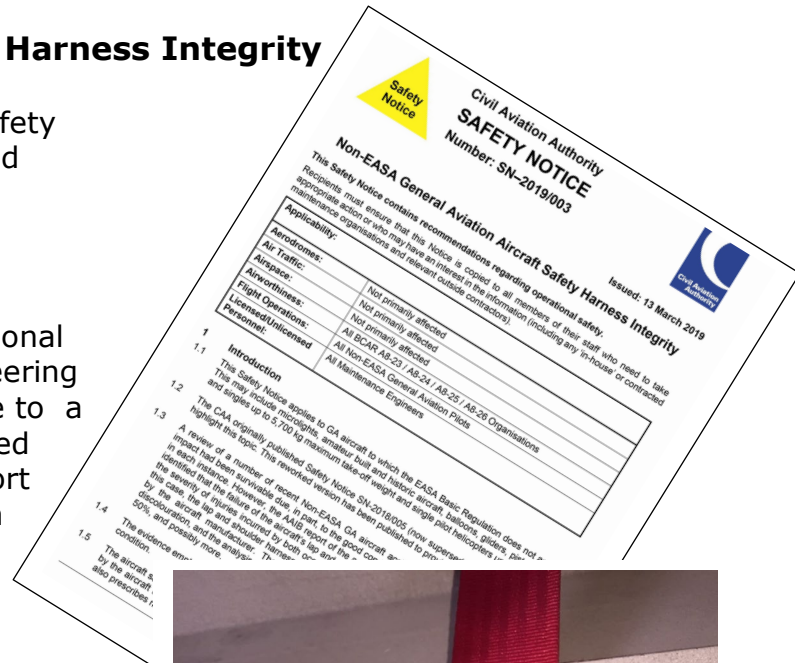


Fig. 1 (Above) shows a shoulder harness that failed during an accident involving an abrupt stop; though this harness has failed the energy absorbed by the belt during its failure contributed to a significant reduction in the level of head injury sustained by the pilot. Though this harness was over ten years old at the time of the failure, tests showed that a belt of similar age and examined quality still passed a pull test.



Fig. 2 (Left) is an example of lap strap that is clearly not serviceable – though, because this portion of the belt was 'hidden' within the aircraft's structure, the owner of the aircraft was not aware that it was badly worn through until a major inspection was carried out.