

appears to have been tampered with, the parachute must be repacked by a properly certified rigger.

b. Safety Belts shall be of an approved type. All seat belts and restraint systems must conform to standards established by the FAA. These standards are contained in Technical Standard Order TSO C22 for seat belts and TSO C114 for restraint systems.

(1) Safety belts eligible for installation in aircraft must be identified by the proper TSO markings on the belt. Each safety belt must be equipped with an approved metal to metal latching device. Airworthy type-certificated safety belts currently in aircraft may be removed for cleaning and reinstalled. However, when a TSO safety belt is found unairworthy, replacement with a new TSO-approved belt or harness is required.

(2) The webbing of safety belts, even when mildew-proofed, is subject to deterioration due to constant use, cleaning, and the effects of aging. Fraying of belts is an indication of wear, and such belts are likely to be unairworthy because they can no longer hold the minimum required tensile load.

(3) **Safety belts shall be repaired** in accordance with specifications approved by the responsible FAA ACO.

9-47. OXYGEN SYSTEMS. The following instructions are to serve as a guide for the inspection and maintenance of aircraft oxygen systems. The information is applicable to both portable and permanently-installed equipment.

a. Aircraft Gaseous Oxygen Systems. The oxygen in gaseous systems is supplied from one or more high- or low-pressure oxygen cylinders. Since the oxygen is compressed within the cylinder, the amount of pressure indicated on the system gauge bears a direct relationship to the amount of oxygen contained

in the cylinder. The pressure-indicating line connection is normally located between the cylinder and a pressure-reducing valve.

NOTE: Some of the gaseous oxygen systems do not use pressure-reducing valves. The high pressure is reduced to a useable pressure by a regulator. This regulator is located between the high- and low-pressure system.

CAUTION: Oxygen rich environments are dangerous.

b. Portable Oxygen Systems. The three basic types of portable oxygen systems are: demand, pressure demand, and continuous flow. The components of these systems are identical to those of a permanent installation with the exception that some parts are miniaturized as necessary. This is done in order that they may be contained in a case or strapped around a person's shoulder. It is for this portability reason that special attention be given to assuring that any storage or security provision for portable oxygen equipment in the aircraft is adequate, in good condition, and accessible to the user.

NOTE: Check portable equipment including its security provisions frequently, since it is more susceptible to personnel abuse than a permanently-installed system.

9-48. INSPECTION. Hands, clothing, and tools must be free of oil, grease, and dirt when working with oxygen equipment. Traces of these organic materials near compressed oxygen may result in spontaneous combustion, explosions, and/or fire.

a. Oxygen Tanks and Cylinders. Inspect the entire exterior surface of the cylinder for indication of abuse, dents, bulges, and strap chafing.

(1) Examine the neck of cylinder for cracks, distortion, or damaged threads.