

Carson Helicopter Services  
Weaverville, California  
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LAX08PA259

**National Transportation Safety Board**  
Washington, D.C.

**Attachment 6**

Exhibit 4, U.S. Department of Agriculture Forest Service Contract  
AG-024B-C-08-9340  
Restraint Systems Condition Inspection Guidelines

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**SECTION C**  
**DESCRIPTION/SPECIFICATIONS/EXHIBITS**

**EXHIBIT 4**  
**RESTRAINT SYSTEMS CONDITION INSPECTION GUIDELINES**

- A. Federal Aviation Regulations require that occupant restraints systems are to be replaced in aircraft manufactured after July 1, 1951; such systems shall conform to standards established by the FAA. These standards are contained in Technical Standard Order TSO-C22. Restraint system eligible for installation in aircraft may be identified by the marking TSO-C22, TSO-C114 on the webbing, or by a military designation number since military systems comply with the strength requirements of the TSO. Aircraft manufacturer installed restraint systems with part numbers are acceptable. Each system shall be equipped with an approved metal-to-metal latching device.
- B. Federal Aviation Regulations provide minimum inspection guidance, other than to state, that mildew and fraying may render the restraint system un-airworthy and that suspected webbing should be tested for tensile strength. The tensile strength requirement for a single person system is 525 pounds (most systems are rated at 1,500 pounds).
- C. Unacceptable Condition Criteria:

Webbing	Hardware	Stitching	TSO tags
Frayed (5%) Torn Crushed Swollen Creased Deteriorated	Inoperable Damaged Corroded Excessive Wear	Broken Excessive Wear Missing	Missing Illegible

- D. References:
  - 14 CFR 91.205
  - 14 CFR 21.607
  - AC 21-34
  - TSO-C22
  - TSO-C114