



1043 N. 47th Ave.  
Phoenix, AZ 85043 USA

[www.amsafe.com](http://www.amsafe.com)  
[CustomerService-New@amsafe.com](mailto:CustomerService-New@amsafe.com)  
602-850-2850  
800-228-1567

FAA APPROVED  
Airplane Flight Manual Supplement  
or  
Supplemental Flight Manual  
AmSafe  
Document AFMS7336

for the

Make/Model: \_\_\_\_\_

Type of Installation: \_\_\_\_\_

This Airplane Flight Manual Supplement or Supplemental Flight Manual must be carried on board the aircraft when the State of the Art Restraint System (SOARS) 7336 is installed in accordance with the AML Supplemental Type Certificate SA02503AK.

The information contained herein supplements the FAA approved Airplane Flight Manual or the type design data only in those areas listed herein. For limitations, procedures and performance information not contained in this document, refer to the FAA approved Airplane Flight Manual, manual material, markings, placards, or other information that was required by the applicable regulations under which the aircraft was type certificated.

FAA Approved: \_\_\_\_\_

Manager, Northwest Flight Test Section, AIR-715  
Federal Aviation Administration  
Seattle, WA

AFMS7336, Rev. C  
11-Jul-2018  
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Log of Revisions

Rev. No.	Pages Affected	Description	FAA-Approved	Date
A	All	Header on all pages: deleted the document number, issue date, aircraft make, aircraft model and information for FAA approval.  Page 1 of 5: added AmSafe as the company and AmSafe's document number, deleted the aircraft registration and serial number, added the type of installation, revised the FAA legal statements and added a signature block for the FAA  Page 4 of 5: defined the acronym for SOARS in section 1, paragraph 1 and created section 3.2.1 for occupied seats.  Page 5 of 5: revised the section number for unoccupied seats, revised the warning in section 3.2.2 to include the risk of death, deleted the table in section 5 and deleted the signature block for the FAA.	Not applicable.	
B	4 of 5	Added the third paragraph in section 1 and the second paragraph in section 2. Moved section 3 to page 5 of 5. Revised the warning in section 3.2.2.	Not applicable.	
C	All pages	Added the document number, revision letter and date. Added FAA approval.	See cover page.	
	1 of 5	Added Supplemental Flight Manual to the title. Revised the legal statements. Deleted the date associated with the FAA approval.		
	4 of 5	Corrected punctuation in the first paragraph. Added a limitation for airbag-equipped labels to section 2.		
	5 of 5	Removed the word "section" from heading 2.		

## Section 1. General

AmSafe's State of the Art Restraint System (SOARS) provides the seat occupant with protection from serious head-impact injury during a survivable aircraft crash and enhances the seat occupant's ability to egress the aircraft. SOARS does not interface to any aircraft systems, including the aircraft power supply.

SOARS (Figure 1) consists of an inflatable restraint system assembly, interface cable assembly and LRU/inflator interface cable, inflator assembly, an electronic module assembly (EMA) and an airbag-equipped label. The airbag-equipped labels are affixed to the window to notify first responders and support personnel that SOARS contains an airbag system.

The EMA, inflator assembly LRU/Inflator cable interface and cable interface assembly are not required equipment for the aircraft. Thus, the inflatable restraint system assembly may be used without the EMA, inflator assembly LRU/Inflator cable interface and cable interface assembly. Aircraft owners or operators should follow their procedure to placard the affected components as inoperable and may use SOARS as a restraint. However, all components of SOARS should be made operable as soon as possible by following the instructions for continued airworthiness (AmSafe document number ICA7336).

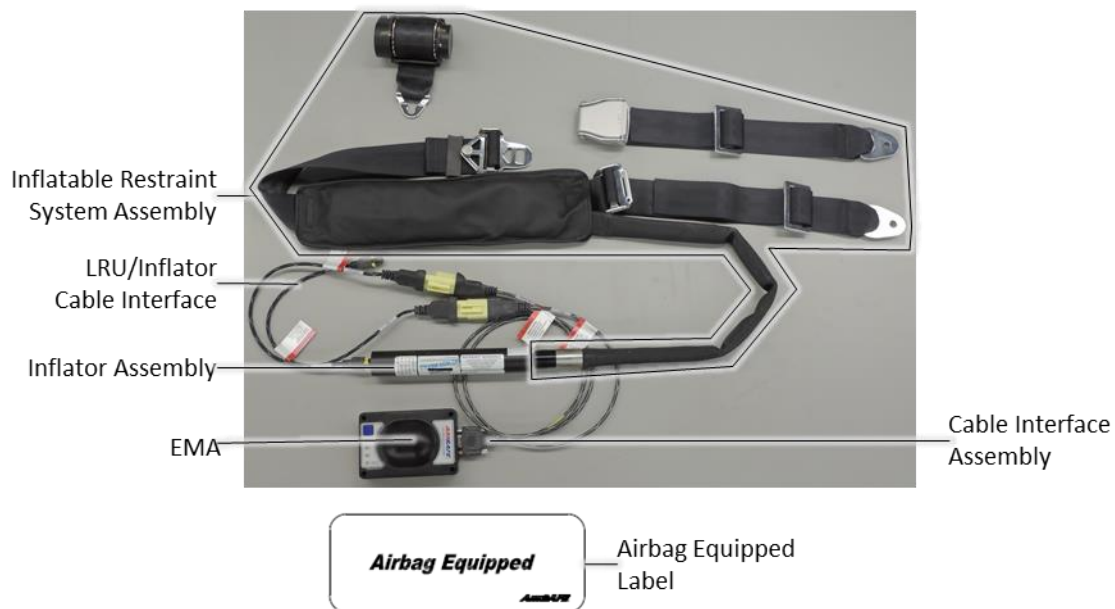


Figure 1. SOARS

## Section 2. Limitations

- Child seats are prohibited.
- Airbag-equipped labels are affixed to windows to notify first responders and support personnel of an airbag system.



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### Section 3. Procedures

#### 3.1 Emergency/Abnormal Procedures

No change.

#### 3.2 Normal Procedures

##### 3.2.1 Occupied Seats

In the seated position grasp the buckle and position it near the hip. Grasp the connector and insert it into the buckle. Attach the connector on the shoulder harness to the rivet on the connector. Ensure the system is snug by pulling on the free end of the webbing at the connector. To lengthen, grasp and rotate the connector approximately 45° and pull the connector away from the seat occupant.

To release, lift the metal latch on the buckle and remove the connector from the buckle. Disconnect the connector on the shoulder harness from the rivet on the connector. Slowly retract the webbing on the shoulder harness into the inertia reel. During release, restrain the webbing as it rewinds on the inertia reel. Do not let the webbing retract unrestrained. Place the buckle half, connector half and shoulder harness on the seat to prevent them from being damaged or soiled.

##### 3.2.2 Unoccupied Seats

**WARNING: THE SYSTEM IS ALWAYS LIVE AS SOON AS ALL ELECTRICAL CONNECTIONS ARE MADE. TO MINIMIZE THE RISK OF INJURY TO PERSONS OR DAMAGE TO EQUIPMENT, KEEP THE SYSTEM BUCKLED WHEN THE SEAT IS NOT IN USE.**

Ensure the system remains buckled.

#### Section 4. Performance

No change.

#### Section 5. Weight & Balance/Equipment List

No change to the approved weight and balance limits.