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TO: Fifth Triennial International Aircraft Fire and Cabin Safety Research Conference
April Horner
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Subject: Call For Papers

**Review of Incidents and Accidents of Aircraft
with Inflatable Restraint Systems**

*****PRESENTATION ONLY*****

Jeff, the collection of accident data is too premature to make conclusions about the performance benefits of airbags in aircraft., and thus do not feel that a full technical paper is warranted. But if you feel it would be useful for the audience, we would be happy to make an oral presentation with a factual status update.

Objective: Inflatable restraint systems have been in service since 2001 on transport category aircraft and since 2005 in General Aviation (GA) aircraft. Although no incidents have occurred with transport category aircraft, the relatively large number of GA aircraft with airbags in service has generated more than 30 events in the 2006 calendar year. These range from minor, below deployment threshold incidents to severe accidents. The events in which information can be made public have been summarized. *Methods:* A database of the growing population of aircraft fitted with the AmSafe Aviation Inflatable Restraint (AAIR) was routinely updated and monitored with all incidents reported on the FAA website. Pertinent information was collected from the FAA, or through party status to NTSB investigations. *Results:* The information which can be released to the public provides a description of the events and function of the AAIR system relative to the crash sensor threshold and airbag deployment.

Presentation by: Thomas H. Barth