



Safety Information Bulletin

Airworthiness

SIB No.: 2015-26

Issued: 18 November 2015

Subject: Overwing Emergency Exit – Potential Interference Preventing Removal of an Exit Hatch

Ref. Publications:

Instructions for Continued Airworthiness of the respective Supplemental Type Certificate (STC).

Applicability:

Gulfstream G280, G200 and G150 aeroplanes modified in accordance with any Gulfstream Aerospace Corporation Cabin Interior Supplemental Type Certificate.

Description:

The wiring between the airframe and the media control panel of a Cabin Management System (CMS), which was installed on the emergency exit door during installation of the cabin interior, has a connection designed to allow an easy disconnection when the emergency exit hatch is opened/removed.

During a routine check on a modified Gulfstream G 150 aeroplane, which included removal of the overwing emergency hatches, it was discovered that the harness connectors were secured with cable ties preventing disconnection of the affected wiring connections, see Appendix 1 of this AD. Consequently, the removal of the affected emergency hatches was obstructed.

The design of the wire harnesses routing and connectors are similar on the Gulfstream G200 and G280 aeroplanes and therefore the risk of the installation of cable ties is identical.

At the time of issuance of this SIB, it has not been determined what prompted the installation of an affected cable ties. Additionally, several Gulfstream G280 and G150 have been checked without finding secured harness connectors.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) [748/2012](#), Part 21.A.3B.

Recommendation(s):

EASA recommend that maintenance organisations and operators of affected STC-modified aeroplanes inform all involved maintenance and operation staff, that in order to ensure unobstructed disconnection of the affected connectors:

- The connectors are attached together without any additional fixation, and
- The connectors are not secured together with any additional devices such as cable ties.

This is information only. Recommendations are not mandatory.



Additionally, EASA recommend to verify and, depending on findings, to correct the wire harness routing and connector installation of the affected overwing emergency exits. That involves:

- Ensuring an unobstructed connector openings,
- Ensuring the absence of any fixation (e.g. cable ties) of the affected wire connectors, see Appendix 1 of this SIB for details of the installation.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

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or

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Withdrawn

This is information only. Recommendations are not mandatory.



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Appendix 1 – Improper Installation of Cable Ties



Cable ties or other fixation devices should not be installed here.

Withdrawn

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