



Safety Information Bulletin

Airworthiness

SIB No.: 2017-16R1

Issued: 17 December 2024

Subject: Maintenance of Emergency Evacuation Systems

Revision:

This SIB revises EASA SIB 2017-16 dated 09 October 2017.

Ref. Publications:

UTAS/Goodrich Service Newsletter (SNL) 25-248, dated 18 September 2015, Aspirator Damage and Pack Compression Considerations for Part Number (P/N) 7A1509 Series Escape Slides.

UTAS/Goodrich Component Maintenance Manuals (CMM) and Packing Instructions (PI), applicable to Airbus A330/A340 Emergency Evacuation Systems.

UTAS/Goodrich SNL 25-259, dated 20 April 2017, Third-Party and UTAS MRO Information and UTAS Contact Information for Requests.

Airbus A330/A340 Aircraft Maintenance Manual (AMM) Section 25-62, Installation and Test Procedures and Reporting of deployments.

Airbus Operator Information Telex (OIT) 999.0066/15 Revision 02, dated 27 September 2021.

Airbus World In-Service Experience (WISE) In Service Information (ISI) article ref. 25.60.00001, First Issue dated 16 February 1989, Escape Slide/Raft Operational Test and Reporting of Deployments.

Airbus WISE ISI article ref. 25.62.00011, dated 23 August 2024, Escape Slide / Slide Raft - good practices.

Applicability:

Airbus A330 and A340 aeroplanes.

Description:

Reports were received of damaged aspirators in certain Goodrich (UTAS) emergency evacuation slides, P/N 7A1509-(series), installed on Airbus A330/A340 aeroplanes, doors 3 type 1. The cause of the damage is an improper folding procedure applied by various maintenance organisations, which deforms the aspirator. The deformation leads to either cracks or leaks of the shutoff valves. As consequence of a damaged aspirator the slide may not perform as required in an emergency evacuation scenario.

This is information only. Recommendations are not mandatory.



The slide manufacturer, UTAS/Goodrich Interiors, issued SNL 25-248 to provide recommendations regarding the packing of P/N 7A1509 series escape slides.

The SNL highlights that aspirators will not be damaged if the slides are packed strictly in accordance with the applicable folding procedure.

The purpose of this SIB is to remind operators and their maintenance organisations of maintenance instructions for A330/A340 aeroplane Emergency Evacuation Systems.

This SIB is revised to refer to the latest Airbus documentation.

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):

Emergency evacuation systems are complex in design and are safety-critical items.

The operation of emergency evacuation systems relies on appropriate maintenance practice, in particular:

- correct slide overhaul as per applicable CMMs (latest issue)
- correct slide packing as per applicable PI (latest issue)
- and correct system installation on aircraft as per applicable AMMs (latest issue)

Therefore, aircraft owners, operators, continuing airworthiness management organisations and maintenance organisations should ensure that:

- all maintenance actions on evacuation systems are performed by authorized stations only;
- each person performing maintenance actions on evacuation systems is properly trained and qualified;
- the required training is repeated on a regular basis;
- the latest versions of applicable CMMs and PI are used for evacuation system overhaul and packing;
- approved tools and fixtures are used per applicable CMMs and PI;
- data retrieved during maintenance actions must be recorded;
- the evacuation systems are installed on aircraft in accordance with the latest version of applicable AMM section.

With regards to operational slide and slide/raft deployment tests or emergency evacuation incidents, operators and their maintenance organisations are reminded that failures of the emergency system or equipment must be reported to Airbus and EASA. Accurate reporting is fundamental to identify potential improvements in systems design and maintenance procedures.

Contact(s):

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

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For copies of the referenced service publications, contact:

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