


EASA	COMMENT RESPONSE DOCUMENT
	ESF to JAR 25.1411(b): “(Safety Equipment) General” Applicable to Boeing 737-700 / -800 / -900ER ESF E-11 – Issue 1

Commenter 1 : CAA-UK

Comment # 1 –

The life vest compartment is manually opened by pushing a designated push bar at any point along the surface making the life vests available for retrieval. This push bar is located on the overhead surface within reach of each seated occupant and placarded to indicate the location of the life vests.

Comment:

What provision is made for the failure of a compartment to open?

Justification:

Information regarding action required in event of failure of a compartment to open not included.

EASA response:

EASA outlines that the concern raised by the commenter is not relevant to the ESF under discussion. However, EASA would like to provide the following clarifications. The life vest stowage compartment provisions within the Passenger Service Units (PSU) are designed, substantiated and certified to ensure the design meets its intended function. In particular, the compartment is substantiated to still open after experiencing loads specified in 25.561. In addition to that, the compartment latch is subject to cycle testing to the requirements of 25.787(b) and is substantiated to function as intended when subjected to loads reasonably expected in service (e.g. abuse loads). The compartment is also substantiated to the static loads specified in §25.561 and §25.785(a) to ensure that the compartment will not inadvertently open. EASA considers such testing sufficient to ensure life vest retrievability in a ditching event.

Comment # 2 –

The compartment is designed with smooth surfaces free from features that could trap or damage the life vests but will retain the life vests until a passenger

removes it. The life vest design is limited to a specific range of dimensions to ensure free movement for removal. When all life vests are removed, the compartment will retract to within 10 degrees of the closed position. In the event all life vests are not removed, the inside of the compartment is placarded with instructions of how to close and secure door. A viewport is provided on the bottom of the panel to facilitate verification that the life vests are installed.

Comment:

What obstruction to egress is presented to passengers in a seat row where not all lifejackets are removed and the compartment is not re-stowed?

Justification:

The precise location of the deployed compartment in relation to the passenger seat row was not indicated.

EASA response:

EASA outlines that the concern raised by the commenter is not relevant to the ESF under discussion. However, EASA would like to provide the following clarifications. In the event that not all of the life vests are removed and the compartment is not re-stowed, the life vest stowage compartment door presents itself similar to the compartment door of the passenger oxygen compartment within the PSU, except the life vest stowage compartment can easily be pushed up and out of the way securing it in the process. The compartment is hinged on the forward side and the edges are rounded to allow glancing contact with the compartment and to prevent the door from becoming a hazard to evacuees or posing an impediment to egress. When installed in an exit row, an open life vest stowage compartment does not prevent the exit from being opened, nor does it encroach into the projected exit opening.

Comment # 3 –

The compartment is designed with smooth surfaces free from features that could trap or damage the life vests but will retain the life vests until a passenger removes it. The life vest design is limited to a specific range of dimensions to ensure free movement for removal. When all life vests are removed, the compartment will retract to within 10 degrees of the closed position. In the event all life vests are not removed, the inside of the compartment is placarded with instructions of how to close and secure door. A viewport is provided on the bottom of the panel to facilitate verification that the life vests are installed.

Comment:

What delay to egress is presented by requiring passengers to re-stow a compartment where not all lifejackets have been removed?

Justification:

Insufficient information in order to determine above.

EASA response:

EASA outlines that the concern raised by the commenter is not relevant to the ESF under discussion. However, EASA would like to provide the following clarifications. There is no requirement for the compartment to be re-stowed in order to evacuate the airplane; therefore, there is no expected delay to egress. The compartment can however, be closed and secured with one single motion in the event that not all life vests are removed. See also answer to Comment # 2.