



SAFETY ALERT 05 / 2015

Issued: 08 March 2015

SUBJECT:

B/E Aerospace Protective Breathing Equipment (PBE) – P/N 119003-11

REFERENCE PUBLICATION:

- GCAA Air Accident Investigation Sector - Safety Information Notice - Protective Breathing Equipment PBE P/N 119003-11
- DG Directive 09-2014 dated 23 October 2014 – “Inspection And Replacement Of Protective Breathing Equipment”
- FAA Airworthiness Directive 2011-01-09
- B/E Aerospace SB 119003-35-5 Initial issue dated 19 Apr 2010
- B/E Aerospace Document “Crewmember Protective Breathing Equipment Guidelines for Installation, Use, and Service” Initial Issue dated 16 July 2002
- Boeing multi-model Service Letter ref. SL-747-35-031-A dated 16 June 2014

CATEGORY:

Attention

REASON:

To inform the operators about the events associated with the use of B/E Aerospace PBE P/N 119003-11 and to recommend mitigation actions.

APPLICABILITY:

All UAE registered aircraft equipped with B/E Aerospace PBE – P/N 119003-11



BACKGROUND:

One of the UAE based operators recently experienced a dense gray smoke filling the cabin, shortly after engine start. In order to manage the situation, one of the cabin crew members donned the PBE P/N 119003-11 and activated it by pulling sharply on the adjustment straps. On activation, the PBE caught fire. The crew removed the burning PBE and threw it on the floor. In that emergency situation, the use of fire extinguishers could not suppress the fire and the aircraft had to be evacuated. The aircraft did not sustain any heat damage to the structure however a few passengers experienced minor injuries.

The common denominator between the PBEs involved in this incident and the PBEs involved in many other incidents in the UAE and overseas is that all of them share the same P/N 119003-11 and all of them were manufactured in 2007.

RECOMMENDATION:

The OEM recommends a useful life limit of 10 years for PBE P/N 119003-11, however in the interest of safety, the GCAA recommends operators to do their own risk analysis and remove B/E Aerospace PBE P/N 119003-11 at a life commensurate with their own assessment of risk.

The GCAA is in touch with the OEM as well as with the NAA of the State of Design. The GCAA recommendations are provisional at this stage, however based on the final outcome of the investigation, the GCAA recommendations may change.

Once removed, it is recommended that the subject PBE is not reinstalled.

Operators electing to dispose of the PBE's in question are urged to safely activate the PBE's upon disposal and report failures to the Principal Airworthiness Inspector

CONTACTS:

Principal Airworthiness Inspector of each organisation