

## 221. AIR CARRIER OPERATIONS BULLETIN NO. 1-94-20

# PROCEDURES AND TRAINING FOR EMERGENCY EVACUATIONS

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A review of B-747 emergency evacuations indicates that of 89 emergency slide deployments, 6 slides failed to inflate when deployed by automatic means. Subsequent investigation revealed that no attempt had been made at manual inflation by pulling the "T" handle located on the edge of the door at the upper hinges, and that when this was accomplished the slide was fully usable.

- a. In addition, there have been several instances wherein emergency slide girt bar attachment was hindered due to mechanical interferences within attachment points which can be brought about by accumulations of ice or the presence of foreign objects such as a plastic fork, pencil, etc.
- b. These instances indicate a possible deficiency in flight attendant training which should be remedied by renewed emphasis in certain areas.
- c. We therefore recommend that principal operations inspectors (POI) review their assigned operator's training programs to ensure that:
  - (1) Flight attendants are fully aware that manual inflation of escape slides should be attempted if auto-deployment fails; and
  - (2) Prior to closing any door, girt bar attachment points are inspected to ensure that they are free from debris or ice accumulations which may interfere with engagement of the automatic slide deployment feature.
- d. If the above is not being accomplished, the POI's should bring the contents of this bulletin to the attention of their assigned carriers and ensure its implementation.