



EASTERN AERO MARINE

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SERVICE INFORMATION LETTER

To : EAM Life Raft Customers and Repair Stations
From : EAM - Engineering Department
Date : Revision B – March 8, 2010
Original Issue – April 7, 1994
Subject: Frequency of Maintenance Inspection

1. Contents

This Service Information Letter (SIL) is intended to further elaborate on the subject of frequency of maintenance inspection as related to Eastern Aero Marine (EAM) products listed in Table 1 supplementing material contained in the respective Component Maintenance Manual (CMM) for the product.

2. Maintenance Inspection - Frequency Requirements

Frequency of maintenance inspection for products listed in Table 1 (all FAA-TSO approved) shall be in accordance with:

- A. Aircraft operator's FAA approved maintenance program in the USA, or
- B. Aircraft operator's corresponding governmental aviation regulatory agency approved maintenance program in other countries, or
- C. Manufacturer's recommendations in 3. below.

3. Maintenance Inspection - Manufacturer Recommended Frequency

NOTE: A unit is considered "in service" the first time it is installed or placed on board an aircraft. "In service" status shall remain in effect even if the unit is later removed from the aircraft. Therefore, time towards the next scheduled maintenance inspection shall continue to accrue from the first "in service" date regardless of whether or not the unit is physically on board the aircraft.

A. First Maintenance Inspection

- (1) Perform first maintenance inspection when the time period specified in Table 1 has elapsed from the date a unit has been entered in service. However, first maintenance inspection must be performed no later than the period specified in the same table from the unit's date of manufacture (marked on unit and/or its accompanying new manufacture tag).

NOTE: Scheduling of first maintenance inspection with respect to the unit's date of placement in service is intended to account for time elapsed during storage, transportation, distributor warehousing, etc.



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- (2) If a unit is not yet entered in service, perform first maintenance inspection at the end of the period specified in Table 1 from the unit's date of manufacture (marked on unit and/or its accompanying new manufacture tag).
- (3) Units removed from their packaging, functionally tested, inflated or deployed for an actual emergency, demonstration or training purposes must undergo maintenance inspection before being returned to service regardless of their date of manufacture or "in service" status.
- (4) After a unit has passed first maintenance inspection, return it either to service or to storage.

B. Subsequent Maintenance Inspections

- (1) Perform all subsequent maintenance inspections at time intervals specified in Table 1 from the date of last maintenance inspection regardless of whether a unit has been returned to service or removed from service and placed in storage.
- (2) Units removed from their packaging, functionally tested, inflated or deployed for an actual emergency, demonstration or training purposes must undergo maintenance inspection before being returned to service regardless of date of their last maintenance inspection.
- (3) Units that may have been subjected to severe handling on a regular basis may need to undergo more frequent maintenance inspections (shorter time period between consecutive inspections) to ensure that no damage has occurred to the unit.

4. Service Life

Products listed in Table 1 may be continued in service indefinitely provided they continue to successfully pass periodic inspections as specified both herein and in the respective CMM or Service Manual of the product.

5. Deviation from Manufacturer's Recommendations

- A. Operator's choosing to deviate from above manufacturer recommendations may require approval from the FAA (in the USA) or corresponding governmental aviation regulatory agency (in other countries). Granting of such approval may require a change to operator's approved maintenance program. Operator may need to submit data substantiating that proposed deviations will at least maintain equipment's original level of safety/reliability. Past service histories, experience with similar units, statistical data, etc. may need to be submitted to the regulating agency in the process of requesting such approval.
- B. EAM Approved repair stations should comply with above recommended frequency of inspection parameters. When specifically requested by customer/operator to deviate from the above, repair facility should request proof that such deviation has been duly approved by concerned aviation regulatory agency. Such proof may be a copy of relevant portion of customer/operator approved maintenance program or a letter of approval concerning the subject matter.



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DESCRIPTION	MODEL NUMBER	FIRST MAINTENANCE INSPECTION DUE...	SUBSEQUENT MAINTENANCE INSPECTIONS DUE...	REFER TO EAM CMM No.
Life Preserver	KSE-35L8	60 (sixty) months after being placed in service. However, it must be performed no later than 63 (sixty-three) months from date of manufacture.	Every 60 (sixty) months from date of previous maintenance inspection.	25-60-12
Life Preserver	KSD-35L8	60 (sixty) months after being placed in service. However, it must be performed no later than 63 (sixty-three) months from date of manufacture.	Every 60 (sixty) months from date of previous maintenance inspection.	25-60-7
Life Preserver	KSD-35-X	60 (sixty) months after being placed in service. However, it must be performed no later than 63 (sixty-three) months from date of manufacture.	Every 60 (sixty) months from date of previous maintenance inspection.	25-60-33
Life Preserver	KSD-35-X 10 Year	10 (ten) years after being placed in service.	Every 60 (sixty) months from date of previous maintenance inspection.	25-60-42
Life Preserver	XF-35	60 (sixty) months after being placed in service. However, it must be performed no later than 63 (sixty-three) months from date of manufacture.	Every 60 (sixty) months from date of previous maintenance inspection.	25-60-30
Life Preserver	XF-35 10 year	10 (ten) years after being placed in service.	Every 60 (sixty) months from date of previous maintenance inspection.	25-60-41, 52
Life Preserver	UXF-35	60 (sixty) months after being placed in service. However, it must be performed no later than 63 (sixty-three) months from date of manufacture.	Every 60 (sixty) months from date of previous maintenance inspection.	25-60-35
Life Preserver	UXF-35 10 Year	60 (sixty) months after being placed in service. However, it must be performed no later than 63 (sixty-three) months from date of manufacture.	Every 60 (sixty) months from date of previous maintenance inspection.	25-60-36, 48
Infant Life Preserver	IN-V20L8	60 (sixty) months after being placed in service. However, it must be performed no later than 63 (sixty-three) months from date of manufacture.	Every 60 (sixty) months from date of previous maintenance inspection.	25-60-15
Child Life Preserver	CHD-25L8	24 (twenty-four) months after being placed in service. However, it must be performed no later than 36 (thirty-six) months from date of manufacture.	Every 24 (twenty-four) months from date of previous maintenance inspection.	25-60-14
Individual Floatation Device	GA-12	12 (twelve) months after being placed in service. However, it must be performed no later than 24 (twenty-four) months from date of manufacture.	Every 12 (twelve) months from date of previous maintenance inspection.	25-60-13
Life Preserver	Bravo	24 (twenty-four) months after being placed in service. However, it must be performed no later than 36 (thirty-six) months from date of manufacture.	Every 24 (twenty-four) months from date of previous maintenance inspection.	25-60-34
Life Preserver	Titan-XF	24 (twenty-four) months after being placed in service. However, it must be performed no later than 36 (thirty-six) months from date of manufacture.	Every 24 (twenty-four) months from date of previous maintenance inspection.	25-60-14

Table 1