



**Servicing Recommendations
Switlik FAA approved Under Seat/Emergency Use Life Preservers
For FAR Part 121 & Part 91 Air Carriers**

Switlik Aviation life preservers should be inspected and tested as appropriate during their service life, taking into consideration such factors as operational history, route structure, frequency of handling, environmental and stowage conditions, etc. While the life preserver manufacturer can make a recommendation regarding its life preserver's service intervals, ultimately, per ATA 100, Time Between Overhaul (TBO) intervals are to be determined between each carrier and their local airworthiness authority.

Switlik has performed safety compliance testing on their in-service life preservers which have been subjected to extended service cycle intervals and stowed in a variety of aviation environments. This data has demonstrated that the materials, construction methods and quality assurance procedures used in the manufacture of Switlik aviation life preservers support TBO intervals of up to ten (10) years. This test data also indicates that the most common damage a life preserver will experience will be due to puncture caused by factors outside the design parameters of the life preserver.

Extended TBO intervals require that appropriate attention be paid by the carrier when choosing its life preserver packaging material.

Life preservers with a ten (10) year TBO will be removed once or more during their service life as the aircraft undergoes interior modifications, heavy maintenance, etc. With this in mind, *any* time a Switlik life preserver is removed from an aircraft, its packaging should be visually examined for signs of wear or degradation and, specifically, signs of puncture or tear of the life preserver stowage bag. If any such damage is evident, the life preserver should be subjected to a leakage test in accordance with its applicable overhaul manual before being returned to service.

Infant life preservers merit special consideration. Many carriers hand out infant life preservers to parents travelling with small children. In such cases, these infant life preservers should be visually examined for damage, as recommended above, each and every time they are returned to their on-aircraft storage compartment.

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