

April 3, 2025

Mr. Christopher J. Rocheleau
Acting Administrator
Federal Aviation Administration
Washington, DC 20591

The attached letter from the NTSB Chairman provides information about the *Address Noncompliant Evacuation Slide Components on Boeing Airplanes, Chattanooga, Tennessee, October 4, 2023*, NTSB/AIR-25-02. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, A-25-3 through -6). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



NTSB Executive Secretariat-CRB
Office of the Managing Director
National Transportation Safety Board
490 L'Enfant Plaza SW
Washington, DC 20594
Email: ExecutiveSecretariat@nts.gov

National Transportation Safety Board

Office of the Chairman

Washington, DC 20594



April 3, 2024

Mr. Christopher J. Rocheleau
Acting Administrator
Federal Aviation Administration
Washington, DC 20591

Dear Acting Administrator Rocheleau:

This letter provides information about the National Transportation Safety Board's (NTSB) March 27, 2025, report *Address Noncompliant Evacuation Slide Components on Boeing Airplanes* (NTSB/AIR-25-02). The details of this ongoing accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of the NTSB's preliminary findings in this investigation, we identified the following safety issues:

- Unairworthy bannis latches that don't comply with Airworthiness Directives 86-09-09 and 2001-15-01 may be installed on other in-service Boeing 757-200, -200CB, and -300 series airplanes, which could lead to delayed evacuation during an emergency should the slide become jammed.
- Because the same bannis latch design used on certain Boeing 757 airplanes (757-200, -200CB, and -300 series) is also used on Boeing 727 and 737 airplanes, these airplane models could also have bannis latches installed that are not the correct configuration.
- Ensuring operators' maintenance documentation contains consistent, accurate depictions of the correct configuration of the bannis latch assembly would help prevent the use of noncompliant components that could lead to delayed evacuation during an emergency should the slide become jammed.

Accordingly, the NTSB makes the following safety recommendations to the Federal Aviation Administration:

- Require all Boeing 757 operators to inspect the bannis latches on Boeing 757-200, -200CB, and -300 series airplane doors and, if

necessary, modify or replace them so they comply with the correct configuration. (A-25-3)

- Require all operators of Boeing 727 and 737 airplane models that use the same bannis latch design as Boeing 757 airplanes (757-200, -200CB, and -300 series) to inspect and, if necessary, modify or replace the bannis latches as advised in the Boeing service bulletin recommended in Safety Recommendation A-25-8. (A-25-4)
- Require all Boeing 757 operators to update their Boeing 757-200, -200CB, and -300 series airplane aircraft maintenance manuals (AMM) in accordance with the revised Boeing AMM and illustrated parts catalogs. (A-25-5)
- Require all operators of Boeing 727 and 737 airplane models that use the same bannis latch design as Boeing 757 airplanes (757-200, -200CB, and -300 series) to update their aircraft maintenance manuals (AMM) in accordance with the revised Boeing AMMs and illustrated parts catalogs recommended in Safety Recommendation A-25-9. (A-25-6)

The NTSB also issued Safety Recommendations A-25-7 through -9 to The Boeing Company.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations A-25-3 through A-25-6). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

Attachment

April 3, 2025

Ms. Stephanie Pope
Chief Operating Officer
The Boeing Company
Executive Vice President
President and CEO
Boeing Commercial Airplanes

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable cause of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for any accident or event investigated by the agency. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The attached letter from the NTSB Chairman provides information about the *Address Noncompliant Evacuation Slide Components on Boeing Airplanes, Chattanooga, Tennessee, October 4, 2023*, NTSB/AIR-25-02. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, A-25-7 through -9). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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Office of the Chairman

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April 3, 2025

Ms. Stephanie Pope
Chief Operating Officer
The Boeing Company
Executive Vice President
President and CEO
Boeing Commercial Airplanes

Dear Ms. Pope:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge Boeing to act on the safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents.

This letter also includes information about our March 27, 2025, report, *Address Noncompliant Evacuation Slide Components on Boeing Airplanes*. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Unairworthy bannis latches that don't comply with Airworthiness Directives 86-09-09 and 2001-15-01 may be installed on other in-service Boeing 757-200, -200CB, and -300 series airplanes, which could lead to delayed evacuation during an emergency should the slide become jammed.

- Because the same bannis latch design used on certain Boeing 757 airplanes (757-200, -200CB, and -300 series) is also used on Boeing 727 and 737 airplanes, these airplane models could also have bannis latches installed that are not the correct configuration.
- Ensuring operators' maintenance documentation contains consistent, accurate depictions of the correct configuration of the bannis latch assembly would help prevent the use of noncompliant components that could lead to delayed evacuation during an emergency should the slide become jammed.

Accordingly, the NTSB makes the following safety recommendations to Boeing.

- Once the Boeing 757 aircraft maintenance manual and illustrated parts catalog are updated to provide a consistent and accurate depiction of the bannis latch assembly, issue a service bulletin advising Boeing 757 operators to inspect and, if necessary, modify or replace the bannis latches on Boeing 757-200, -200CB, and -300 series airplane with the correct configuration. (A-25-7)
- Issue a service bulletin advising operators of Boeing 727 and 737 airplanes that use the same bannis latch design as Boeing 757 airplanes (757-200, -200CB, and -300 series) to inspect those airplanes and, if necessary, modify or replace the bannis latches with the correct configuration. (A-25-8)
- Review all pertinent aircraft maintenance manuals and illustrated parts catalogs for Boeing 727 and 737 model airplanes that use the same bannis latch design as Boeing 757 airplanes (757-200, -200CB, and -300 series) to ensure they consistently and accurately depict the correct configuration of the bannis latch assembly for those Boeing airplane models, revise these manuals as needed, and notify affected operators about the manual revisions. (A-25-9)

The NTSB also issued Safety Recommendations A-25-3 through -6 to the Federal Aviation Administration.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations A-25-7 through A-25-9). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your

convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

All communications regarding safety recommendations are stored by the NTSB and viewable by the public. Please do not send privileged or confidential communications in response to this/these recommendation(s). Responses marked as confidential or privileged (or similar designations) will be considered nonresponsive. In the likely event that your company uses auto-generated and/or preformatted confidentiality statements on letterhead or outgoing e-mails, please include a statement in your letter indicating that the information can be publicly released. If you have concerns about this protocol, please contact us at ExecutiveSecretariat@ntsb.gov.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairman
On behalf of the entire Board

cc: Ms. Stella Weidner
Director of Product Safety and Investigations
Boeing Commercial Airplanes

Mr. Tom Galantowicz
Vice President of Product and Services Safety
The Boeing Company

Ms. Elisabeth Martin
Vice President of Enterprise Safety and Mission Assurance
The Boeing Company

Ms. Rebecca Ragar
Air Safety Investigator
The Boeing Company

Attachment