

Code of Federal Regulations

This Section of CFR is No Longer Current.

Sec. J25.1

Part 25 AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES	
Appendix J--Emergency Evacuation	

Sec. J25.1

[Emergency Demonstration]

[The following test criteria and procedures must be used for showing compliance with Sec. 25.803:

- (a) The emergency evacuation must be conducted either during the dark of the night or during daylight with the dark of night simulated. If the demonstration is conducted indoors during daylight hours, it must be conducted with each window covered and each door closed to minimize daylight effect. Illumination on the floor or ground may be used, but it must be kept low and shielded against shining into the airplane's windows or doors.
- (b) The airplane must be in a normal attitude with landing gear extended.
- (c) Stands or ramps may be used for descent from the wing to the ground, and safety equipment such as mats or inverted life rafts may be placed on the floor or ground to protect participants. No other equipment that is not part of the airplane's emergency evacuation equipment may be used to aid the participants in reaching the ground.
- (d) Except as provided in paragraph (a) of this Appendix, only the airplane's emergency lighting system may provide illumination.
- (e) All emergency equipment required for the planned operation of the airplane must be installed.
- (f) Each external door and exit, and each internal door or curtain, must be in the takeoff configuration.
- (g) Each crewmember must be seated in the normally assigned seat for takeoff and must remain in the seat until receiving the signal for commencement of the demonstration. Each crewmember must be a person having knowledge of the operation of exits and emergency equipment and, if compliance with Sec. 121.291 is also being demonstrated, a member of a regularly scheduled line crew.
- (h) A representative passenger load of persons in normal health must be used as follows:
 - (1) At least 30 percent must be females.
 - (2) At least 5 percent must be over 60 years of age with a proportionate number of females.
 - (3) At least 5 percent, but not more than 10 percent, must be children under 12 years of age, prorated through that age group.
 - (4) Three life-size dolls, not included as part of the total passenger load, must be carried by passengers to simulate live infants 2 years old or younger.
 - (5) Crewmembers, mechanics, and training personnel, who maintain or operate the

airplane in the normal course of their duties, may not be used as passengers.

(i) No passenger may be assigned a specific seat except as the Administrator may require. Except as required by subparagraph (g) of this paragraph, no employee of the applicant may be seated next to an emergency exit.

(j) Seat belts and shoulder harnesses (as required) must be fastened.

(k) Before the start of the demonstration, approximately one-half of the total average amount of carry-on baggage, blankets, pillows, and other similar articles must be distributed at several locations in aisles and emergency exit access ways to create minor obstructions.

(l) No prior indication may be given to any crewmember or passenger of the particular exits to be used in the demonstration.

(m) The applicant may not practice, rehearse, or describe the demonstration for the participants nor may any participant have taken part in this type of demonstration within the preceding 6 months.

(n) The pretakeoff passenger briefing required by Sec. 121.571 may be given. The passengers may also be advised to follow directions of crewmembers but not be instructed on the procedures to be followed in the demonstration.

(o) If safety equipment as allowed by paragraph (c) of this appendix is provided, either all passenger and cockpit windows must be blacked out or all of the emergency exits must have safety equipment in order to prevent disclosure of the available emergency exits.

(p) Not more than 50 percent of the emergency exits in the sides of the fuselage of an airplane that meets all of the requirements applicable to required emergency exits for that airplane may be used for the demonstration. Exits that are not to be used in the demonstration must have the exit handle deactivated or must be indicated by red lights, red tape, or other acceptable means placed outside the exits to indicate fire or other reason why they are unusable. The exits to be used must be representative of all the emergency exits on the airplane and must be designated by the applicant, subject to approval by the Administrator. At least one floor level exit must be used.

(q) All evacuees, except those using an over-the-wing exit, must leave the airplane by a means provided as part of the airplane's equipment.

(r) The applicant's approved procedures must be fully utilized during the demonstration.

(s) The evacuation time period is completed when the last occupant has evacuated the airplane and is on the ground. Provided that the acceptance rate of the stand or ramp is no greater than the acceptance rate of the means available on the airplane for descent from the wing during an actual crash situation, evacuees using stands or ramps allowed by paragraph (c) of this Appendix are considered to be on the ground when they are on a stand or ramp.]

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