

Federal Aviation Regulation

This Section of FAR is No Longer Current.

▼ Sec. 25.803

Part 25 AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES	
Subpart D--Design and Construction	Emergency Provisions

Sec. 25.803

Emergency evacuation.

(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended and retracted, considering the possibility of the airplane being on fire.

[(b) Passenger ventral and tail cone, crew access, and service doors may be considered as emergency exits if they meet the applicable requirements of this section and Secs. 25.805 through 25.813.

(c) Except as provided in paragraph (d) of this section, on airplanes having a seating capacity of more than 44 passengers, it must be shown by actual demonstration that the maximum seating capacity, including the number of crewmembers required by the operating rules, for which certification is requested can be evacuated from the airplane to the ground within 90 seconds. Evacuees using stands or ramps allowed by subparagraph (8) of this paragraph are considered to be on the ground when they are on the stand or ramp, 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. The demonstration must be conducted under the following conditions:

- (1) It must be conducted either during the dark of the night or during daylight with the dark of the night simulated, utilizing only the emergency lighting system and utilizing only the emergency exits and emergency evacuation equipment on one side of the fuselage, with the airplane in the normal ground attitude, with landing gear extended.
- (2) All emergency equipment must be installed in accordance with specified limitations of the equipment.
- (3) Each external door and exit, and each internal door and curtain must be in a configuration to simulate a normal takeoff.
- (4) Seat belts and shoulder harnesses (as required) must be fastened.
- (5) A representative passenger load of persons in normal health must be used as follows:
 - (i) At least 30 percent must be female.
 - (ii) Approximately 5 percent must be over 60 years of age, with a proportionate number of females.
 - (iii) At least 5 percent but no more than 10 percent must be children under 12 years of age, prorated through that age group.
- (6) Persons who have knowledge of the operation of the exits and emergency equipment

may be used to represent an air carrier crew. Such representative crewmembers must be in their seats assigned for takeoff and landing and none may be seated next to an emergency exit unless that seat is his assigned seat for takeoff. They must remain in their assigned seats until receiving the signal for the beginning of the demonstration.

(7) There can be no practice or rehearsal of the demonstration for the passengers except that they may be briefed as to the location of all emergency exits before the demonstration. However, no indication may be given of the particular exits to be used in the demonstration.

(8) Stands or ramps may be used for descent from the wing to the ground.

(9) All evacuees other than those using an overwing exit must leave the airplane by the means provided as part of the airplane's equipment.

(d) The emergency evacuation demonstration need not be repeated after a change in the interior arrangement of the airplane or an increase of not more than 5 percent in passenger seating capacity over that previously approved by actual demonstration, or both, if it can be substantiated by analysis, taking due account of the differences, that all the passengers for which the airplane is certificated can evacuate within 90 seconds.

(e) An escape route must be established from each overwing emergency exit, marked and (except for flap surfaces suitable as slides) covered with a slip resistant surface.]

Amdt. 25-15, Eff. 10/24/67

▶ **Comments**

▼ **Document History**

Notice of Proposed Rulemaking Actions:

Notice of Proposed Rulemaking. Notice No. 66-26; Issued on 07/26/66.

Notice of Proposed Rulemaking. Notice No. 66-26A; Issued on 09/02/66.

Final Rule Actions:

Final Rule. Docket No. 7522; Issued on 09/15/67.