

Federal Aviation Regulation

This Section of FAR is No Longer Current.

▼ Sec. 25.807

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

Sec. 25.807

Passenger emergency exits.

[(a) *Type and location.* For the purpose of this part, the types and locations of exits are as follows:

- (1) *Type I.* This type must have a rectangular opening of not less than 24 inches wide by 48 inches high, with corner radii not greater than one-third the width of the exit. Type I exits must be floor level exits.
- (2) *Type II.* This type must have a rectangular opening of not less than 20 inches wide by 44 inches high, with corner radii not greater than one-third the width of the exit. Type II exits must be floor level exits unless located over the wing, in which case they may not have a step-up inside the airplane of more than 10 inches nor a step-down outside the airplane of more than 17 inches.
- (3) *Type III.* This type must have a rectangular opening of not less than 20 inches wide by 36 inches high, with corner radii not greater than one-third the width of the exit, located over the wing, with a step-up inside the airplane of not more than 20 inches and a step-down outside the airplane of not more than 27 inches.
- (4) *Type IV.* This type must have a rectangular opening of not less than 19 inches wide by 26 inches high, with corner radii not greater than one-third the width of the exit, located over the wing, with a step-up inside the airplane of not more than 29 inches and a step-down outside the airplane of not more than 36 inches.
- (5) *Ventral.* This type is an exit from the passenger compartment through the pressure shell and the bottom fuselage skin. The dimensions and physical configuration of this type of exit must allow at least the same rate of egress as a Type I with the airplane in the normal ground attitude, with landing gear extended.
- (6) *Tail cone.* This type is an aft exit from the passenger compartment through the pressure shell and through an openable cone of the fuselage aft of the pressure shell. The means of opening the tail cone must be simple and obvious, and must employ a single operation.
- (7) *Type A.* An emergency exit may be designated as a Type A exit if the following criteria are met:
 - (i) There must be a rectangular opening not less than 42 inches wide by 72 inches high, with corner radii not greater than one-sixth of the width of the exit.
 - (ii) It must be a floor level exit.
 - (iii) Unless there are two or more main (fore and aft) aisles, the exit must be located so

that there is passenger flow along the main aisle to that exit from both the forward and aft direction.

(iv) There must be an unobstructed passageway at least 36 inches wide leading from each exit to the nearest main aisle.

(v) If two or more main aisles are provided, there must be unobstructed cross aisles at least 20 inches wide between main aisles. There must be a cross aisle leading directly to each passageway between the exit and the nearest main aisle.

(vi) There must be at least one seat adjacent to each such exit that could be occupied by a flight attendant.

(vii) Adequate assist space next to each Type A exit must be provided at each side of the passageway, to allow the crewmember(s) to assist in the evacuation of passengers without reducing the unobstructed width of the passageway below that required by subdivision (iv) of this subparagraph.

(viii) At each non-over-wing exit there must be installed a slide capable of carrying simultaneously two parallel lines of evacuees.

(ix) Each overwing exit having a step-down must have an assist means unless the exit without an assist means can be shown to have a rate of passenger egress at least equal to that of the same type of non-over-wing exit. If an assist means is required it must be automatically deployed, and automatically erected, concurrent with the opening of the exit and self-supporting within 10 seconds. Step-down distance as used in this section means the actual distance between the bottom of the required opening and a usable foothold, extending out from the fuselage, that is large enough to be effective without searching by sight or feel.]

(b) *Accessibility.* Each required passenger emergency exit must be accessible to the passengers and located where it will afford the most effective means of passenger evacuation. Openings larger than those specified in this section, whether or not of rectangular shape, may be used if--

- (1) The specified rectangular opening can be inscribed within the opening; and
- (2) The base of the inscribed rectangular opening meets the specified step-up and step-down heights.

[(c) *Passenger emergency exits.* The prescribed exits need not be diametrically opposite each other nor identical in size and location on both sides. They must be distributed as uniformly as practicable taking into account passenger distribution. The first floor level exit on each side of the fuselage must be in the rearward part of the passenger compartment unless another location affords a more effective means of passenger evacuation. Where more than one floor level exit per side is prescribed, at least one floor level exit per side must be located near each end of the cabin, except that this provision does not apply to combination cargo/passenger configurations. Exits must be provided as follows:

(1) Except as provided in subparagraphs (2) through (8) of this paragraph, the number and type of passenger emergency exits must be in accordance with the following table:

Passenger seating capacity (cabin attendants not included)	Emergency exits for each side of the fuselage			
	Type I	Type II	Type III	Type IV

1 through 10 ----- -----	-	-	--	1
11 through 19 ----- -----	-	-	1	----- ----
20 through 39 ----- -----	-	1	----- --	1
40 through 59 ----- -----	1	-	----- -	1
60 through 79 ----- -----	1	-	1	----- ----
80 through 109 ----- -----	1	-	1	1
110 through 139 ----- -----	2	-	1	----- ----
140 through 179 ----- -----	2	-	2	----- ----

(2) Two Type IV exits may be installed instead of each required Type III exit prescribed in subparagraph (1) of this paragraph.

(3) If slides meeting the requirements of Sec. 25.809(f)(1) are installed at floor level exits (other than overwing exits), the passenger/emergency exit relationship specified in subparagraph (1) of this paragraph may be increased by--

- (i) Not more than five passengers on airplanes with at least two of these exits; and
- (ii) Not more than 10 passengers on airplanes with at least four of these exits. However, no increase in passenger seating capacity is allowed under this subparagraph if an increase in passenger seating capacity is obtained under subparagraph (4) of this paragraph.

(4) An increase in passenger seating capacity above the maximum permitted under subparagraph (1) of this paragraph but not to exceed a total of 299 may be allowed in accordance with the following table for each additional pair of emergency exits in excess of the minimum number prescribed in subparagraph (1) of this paragraph for 179 passengers:

<i>Additional emergency exits (each side of fuselage)</i>	<i>Increase in passenger seating capacity allowed</i>
Type A ----- -----	100
Type I ----- -----	45
Type II ----- -----	40

(5) For passenger capacities in excess of 299, each emergency exit in the side of the fuselage must be either a Type A or a Type I. A passenger seating capacity of 100 is allowed for each pair of Type A exits and a passenger seating capacity of 45 is allowed for each pair of Type I exits.

(6) If a passenger ventral or tail cone exit is installed and can be shown to allow a rate of egress at least equivalent to that of Type III exit with the airplane in the most adverse exit opening condition because of the collapse of one or more legs of the landing gear, an increase in passenger seating capacity beyond the limits specified in subparagraph (1), (4), or (5) of this paragraph may be allowed as follows:

(i) For a ventral exit, 12 additional passengers.

(ii) For a tail cone exit incorporating a floor level opening of not less than 20 inches wide by 60 inches high, with corner radii not greater than one-third the width of the exit, in the pressure shell and incorporating an approved assist means in accordance with Sec. 25.809(f)(1), 25 additional passengers; or

(iii) For a tail cone exit incorporating an opening in the pressure shell which is at least equivalent to a Type III emergency exit with respect to dimensions, step-up and step-down distance, and with the top of the opening not less than 56 inches from the passenger compartment floor, 15 additional passengers.

(7) For airplanes on which the vertical location of the wing does not allow the installation of overwing exits, an exit of at least the dimensions of a Type III must be installed instead of each Type III and each Type IV exit required by subparagraph (1) of this paragraph.

(8) Each emergency exit in the passenger compartment in excess of the minimum number of required emergency exits must meet the applicable requirements of Secs. 25.809 through 25.812, and must be readily accessible.

(d) *Ditching emergency exits for passengers.* If the emergency exits required by paragraph (c) of this section do not meet subparagraphs (1) and (2) of this paragraph, exits must be added to meet them:

(1) A Type IV exit on each side of the airplane, both above the waterline, with a passenger seating capacity of 10 or less.

(2) A Type III exit for airplanes with a passenger seating capacity of 11 or more, with at least one emergency exit above the waterline for each unit (or part of a unit) of 35 passengers, but no less than two such exits, with one on each side of the airplane. However, where it has been shown through analysis, ditching demonstrations, or any other tests found necessary by the Administrator, that the evacuation capability of the airplane during ditching is improved by the use of larger exits or by other means, the passenger/exit ratio may be increased.

(3) If side exits cannot be above the waterline, the side exits must be replaced by an equal number of readily accessible overhead hatches of not less than the dimensions of a Type III exit except that, for airplanes with a passenger capacity of 35 or less, the two required Type III side exits need be replaced by only one overhead hatch.

(4) Two Type IV exits may be installed instead of each required Type III exit.]

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 **Comments**

 **Document History**

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