

Federal Aviation Regulation

This Section of FAR is No Longer Current.

▼ Sec. 25.809

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

Sec. 25.809

Emergency exit arrangement.

(a) Each emergency exit, including a flight crew emergency exit, must be a movable door or hatch in the external walls of the fuselage, allowing unobstructed opening to the outside.

(b) Each emergency exit must be openable from the inside and the outside except that sliding window emergency exits in the flight crew area need not be openable from the outside if other approved exits are convenient and readily accessible to the flight crew area.

(c) The means of opening emergency exits must be simple and obvious and may not require exceptional effort. Internal exit-opening means involving sequence operations (such as operation of two handles or latches or the release of safety catches) may be used for flight crew emergency exits if it can be reasonably established that these means are simple and obvious to crewmembers trained in their use.

(d) There must be a means to lock each emergency exit and to safeguard against its opening in flight, either inadvertently by persons or as a result of mechanical failure. In addition, there must be a means for direct visual inspection of the locking mechanism by crewmembers to determine that each emergency exit, for which the initial opening movement is outward, is fully locked.

(e) There must be provisions to minimize the probability of jamming of the emergency exits resulting from fuselage deformation in a minor crash landing.

[(f) Each landplane emergency exit (other than exits located over the wing) more than 6 feet from the ground with the airplane on the ground and the landing gear extended must have an approved means to assist the occupants in descending to the ground as follows:

(1) The assisting means for each passenger emergency exit must be a self-supporting slide or equivalent, and must be designed so that it is--

(i) Automatically deployed, and automatically erected, concurrent with the opening of the exit except that the assisting means may be erected in a different manner when installed at service doors that qualify as emergency exits, and at passenger doors; and

(ii) Erectable within 10 seconds and of such length that the lower end is self-supporting on the ground after collapse of any one or more landing gear legs.

(2) The assisting means for flight crew emergency exits may be a rope or any other means demonstrated to be suitable for the purpose. If the assisting means is a rope, or an approved device equivalent to a rope, it must be--

- (i) Attached to the fuselage structure at or above the top of the emergency exit opening, or, for a device at a pilot's emergency exit window, at another approved location if the stowed device, or its attachment, would reduce the pilot's view in flight;
- (ii) Able (with its attachment) to withstand a 400-pound static load.]
- (g) The proper functioning of each emergency exit must be shown by tests.
- [(h) If the trailing edge of the flaps in the landing position is more than 6 feet above the ground with the airplane on the ground and the landing gear extended, or if the wing is more than 6 feet above the ground with the landing gear extended and the flaps are unsuitable as a slide, means must be provided to assist evacuees (who have used the overwing exits) to reach the ground.]

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:

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