

Federal Aviation Regulation

This Section of FAR is No Longer Current.

▼ Sec. 25.365

Part 25 AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES	
Subpart C--Structure	Supplementary Conditions

Sec. 25.365

Pressurized cabin loads.

For each pressurized compartment for occupants, the following apply:

- (a) The airplane structure must be strong enough to withstand the flight loads combined with pressure differential loads from zero up to the maximum relief valve setting.
- (b) The external pressure distribution in flight, and stress concentrations and fatigue effects must be accounted for.
- (c) If landings may be made with the cabin pressurized, landing loads must be combined with pressure differential loads from zero up to the maximum allowed during landing.
- (d) The airplane structure must be strong enough to withstand the pressure differential loads corresponding to the maximum relief valve setting multiplied by a factor of 1.33, omitting other loads.
- (e) If a pressurized cabin has two or more compartments separated by partitions, bulkheads, or floors, the structure supporting the prescribed flight and ground loads (and any other structure that, if it failed, could interfere with continued safe flight and landing) must be designed to withstand the effects of sudden release of pressure in any compartment through an opening resulting from the failure or penetration of an external door, window, or windshield panel, or from structural fatigue or penetration of the fuselage in this compartment, unless it is shown that the probability of failure or penetration is extremely remote.
- (f) In determining the probability of failure or penetration and probable size of openings, the fail-safe features of the design may be considered if possible improper operation of closure devices and inadvertent door openings are also considered. The pressure relief provided by intercompartment venting may also be considered.
- (g) Reasonable design precautions must be taken to minimize the probability of parts becoming detached and injuring occupants while in their seats.

► Comments

▼ Document History

Notice of Proposed Rulemaking Actions:

Notice of Proposed Rulemaking. Notice No. 64-28; Issued on 05/14/64.

Final Rule Actions:

Final Rule. Docket No. 5066; Issued on 11/03/64.