

Code of Federal Regulations

▼ Sec. 25.783

Part 25 AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES	
Subpart D--Design and Construction	Personnel and Cargo Accommodations

Sec. 25.783

Doors.

- (a) Each cabin must have at least one easily accessible external door.
- (b) There must be a means to lock and safeguard each external door against opening in flight (either inadvertently by persons or as a result of mechanical failure). Each external door must be openable from both the inside and the outside, even though persons may be crowded against the door on the inside of the airplane. Inward opening doors may be used if there are means to prevent occupants from crowding against the door to an extent that would interfere with the opening of the door. The means of opening must be simple and obvious and must be arranged and marked so that it can be readily located and operated, even in darkness. Auxiliary locking devices may be used.
- (c) Each external door must be reasonably free from jamming as a result of fuselage deformation in a minor crash.
- (d) Each external door must be located where persons using them will not be endangered by the propellers when appropriate operating procedures are used.
- (e) There must be a provision for direct visual inspection of the locking mechanism by crewmembers to determine whether external doors, for which the initial opening movement is outward (including passenger, crew, service, and cargo doors), are fully locked. In addition, there must be a visual means to signal to appropriate crewmembers when normally used external doors are closed and fully locked.
- (f) Cargo and service doors not suitable for use as an exit in an emergency need only meet paragraph (e) of this section and be safeguarded against opening in flight as a result of mechanical failure.
- [(g) Each passenger entry door in the side of the fuselage must qualify as a Type A, Type I, or Type II passenger emergency exit and must meet the requirements of Secs. 25.807 through 25.813 that apply to that type of passenger emergency exit. If an integral stair is installed at such a passenger entry door, the stair must be designed so that when subjected to the inertia forces specified in Sec. 25.561, and following the collapse of one or more legs of the landing gear, it will not interfere to an extent that will reduce the effectiveness of emergency egress through the passenger entry door.]

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