

(1) The emergency lighting system must be designed so that after any single transverse vertical separation of the fuselage during crash landing—

(1) Not more than 25 percent of all electrically illuminated emergency lights required by this section are rendered inoperative, in addition to the lights that are directly damaged by the separation;

(2) Each electrically illuminated exit sign required under § 25.811(d)(2) remains operative exclusive of those that are directly damaged by the separation; and

(3) At least one required exterior emergency light for each side of the airplane remains operative exclusive of those that are directly damaged by the separation.

[Amdt. 25-15, 32 FR 13265, Sept. 20, 1967, as amended by Amdt. 25-28, 36 FR 16899, Aug. 26, 1971; Amdt. 25-32, 37 FR 3971, Feb. 24, 1972; Amdt. 25-46, 43 FR 50597, Oct. 30, 1978; Amdt. 25-58, 49 FR 43186, Oct. 26, 1984; Amdt. 25-88, 61 FR 57958, Nov. 8, 1996; Amdt. 25-116, 69 FR 62788, Oct. 27, 2004; Amdt. 25-128, 74 FR 25645, May 29, 2009]

§ 25.813 Emergency exit access.

Each required emergency exit must be accessible to the passengers and located where it will afford an effective means of evacuation. Emergency exit distribution must be as uniform as practical, taking passenger distribution into account; however, the size and location of exits on both sides of the cabin need not be symmetrical. If only one floor level exit per side is prescribed, and the airplane does not have a tailcone or ventral emergency exit, the floor level exit 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. In addition—

(a) There must be a passageway leading from the nearest main aisle to each Type A, Type B, Type C, Type I, or Type II emergency exit and between individual passenger areas. Each passageway leading to a Type A or Type B exit

must be unobstructed and at least 36 inches wide. Passageways between individual passenger areas and those leading to Type I, Type II, or Type C emergency exits must be unobstructed and at least 20 inches wide. Unless there are two or more main aisles, each Type A or B exit must be located so that there is passenger flow along the main aisle to that exit from both the forward and aft directions. 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—

(1) A cross-aisle which leads directly to each passageway between the nearest main aisle and a Type A or B exit; and

(2) A cross-aisle which leads to the immediate vicinity of each passageway between the nearest main aisle and a Type I, Type II, or Type III exit; except that when two Type III exits are located within three passenger rows of each other, a single cross-aisle may be used if it leads to the vicinity between the passageways from the nearest main aisle to each exit.

(b) Adequate space to allow crewmember(s) to assist in the evacuation of passengers must be provided as follows:

(1) Each assist space must be a rectangle on the floor, of sufficient size to enable a crewmember, standing erect, to effectively assist evacuees. The assist space must not reduce the unobstructed width of the passageway below that required for the exit.

(2) For each Type A or B exit, assist space must be provided at each side of the exit regardless of whether an assist means is required by § 25.810(a).

(3) For each Type C, I or II exit installed in an airplane with seating for more than 80 passengers, an assist space must be provided at one side of the passageway regardless of whether an assist means is required by § 25.810(a).

(4) For each Type C, I or II exit, an assist space must be provided at one side of the passageway if an assist means is required by § 25.810(a).

(5) For any tailcone exit that qualifies for 25 additional passenger seats under the provisions of § 25.807(g)(9)(ii),