

**§23.813**

**14 CFR Ch. I (1-1-06 Edition)**

evacuation guidance for the airplane occupants when all sources of illumination more than 4 feet above the cabin aisle floor are totally obscured.

(i) The energy supply to each emergency lighting unit must provide the required level of illumination for at least 10 minutes at the critical ambient conditions after activation of the emergency lighting system.

(j) If rechargeable batteries are used as the energy supply for the emergency lighting system, they may be recharged from the main electrical power system of the airplane provided the charging circuit is designed to preclude inadvertent battery discharge into the charging circuit faults. If the emergency lighting system does not include a charging circuit, battery condition monitors are required.

(k) Components of the emergency lighting system, including batteries, wiring, relays, lamps, and switches, must be capable of normal operation after being subjected to the inertia forces resulting from the ultimate load factors prescribed in §23.561(b)(2).

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

(1) At least 75 percent of all electrically illuminated emergency lights required by this section remain operative; and

(2) Each electrically illuminated exit sign required by §23.811 (b) and (c) remains operative, except those that are directly damaged by the fuselage separation.

[Doc. No. 26324, 59 FR 25774, May 17, 1994]

**§23.813 Emergency exit access.**

(a) For commuter category airplanes, access to window-type emergency exits may not be obstructed by seats or seat backs.

(b) In addition, when certification to the emergency exit provisions of §23.807(d)(4) is requested, the following emergency exit access must be provided:

(1) The passageway leading from the aisle to the passenger entry door must be unobstructed and at least 20 inches wide.

(2) There must be enough space next to the passenger entry door to allow

assistance in evacuation of passengers without reducing the unobstructed width of the passageway below 20 inches.

(3) If it is necessary to pass through a passageway between passenger compartments to reach a required emergency exit from any seat in the passenger cabin, the passageway must be unobstructed; however, curtains may be used if they allow free entry through the passageway.

(4) No door may be installed in any partition between passenger compartments unless that door has a means to latch it in the open position. The latching means must be able to withstand the loads imposed upon it by the door when the door is subjected to the inertia loads resulting from the ultimate static load factors prescribed in §23.561(b)(2).

(5) If it is necessary to pass through a doorway separating the passenger cabin from other areas to reach a required emergency exit from any passenger seat, the door must have a means to latch it in the open position. The latching means must be able to withstand the loads imposed upon it by the door when the door is subjected to the inertia loads resulting from the ultimate static load factors prescribed in §23.561(b)(2).

[Amdt. 23-36, 53 FR 30815, Aug. 15, 1988, as amended by Amdt. 23-46, 59 FR 25774, May 17, 1994]

**§23.815 Width of aisle.**

(a) Except as provided in paragraph (b) of this section, for commuter category airplanes, the width of the main passenger aisle at any point between seats must equal or exceed the values in the following table:

Number of passenger seats	Minimum main passenger aisle width	
	Less than 25 inches from floor	25 inches and more from floor
10 through 19 .....	9 inches .....	15 inches.

(b) When certification to the emergency exist provisions of §23.807(d)(4) is requested, the main passenger aisle width at any point between the seats must equal or exceed the following values: