

(1) There must be a 2-inch colored band outlining each passenger emergency exit, except small rotorcraft with a maximum weight of 12,500 pounds or less may have a 2-inch colored band outlining each exit release lever or device of passenger emergency exits which are normally used doors.

(2) Each outside marking, including the band, must have color contrast to be readily distinguishable from the surrounding fuselage surface. The contrast must be such that, if the reflectance of the darker color is 15 percent or less, the reflectance of the lighter color must be at least 45 percent. "Reflectance" is the ratio of the luminous flux reflected by a body to the luminous flux it receives. When the reflectance of the darker color is greater than 15 percent, at least a 30 percent difference between its reflectance and the reflectance of the lighter color must be provided.

(g) Exits marked as such, though in excess of the required number of exits, must meet the requirements for emergency exits of the particular type. Emergency exits need only be marked with the word "Exit."

[Amdt. 29-3, 33 FR 968, Jan. 26, 1968, as amended by Amdt. 29-24, 49 FR 44438, Nov. 6, 1984; Amdt. 27-26, 55 FR 8004, Mar. 6, 1990; Amdt. 29-31, 55 FR 38967, Sept. 21, 1990]

#### § 29.812 Emergency lighting.

For transport Category A rotorcraft, the following apply:

(a) A source of light with its power supply independent of the main lighting system must be installed to—

(1) Illuminate each passenger emergency exit marking and locating sign; and

(2) Provide enough general lighting in the passenger cabin so that the average illumination, when measured at 40-inch intervals at seat armrest height on the center line of the main passenger aisle, is at least 0.05 foot-candle.

(b) Exterior emergency lighting must be provided at each emergency exit. The illumination may not be less than 0.05 foot-candle (measured normal to the direction of incident light) for minimum width on the ground surface, with landing gear extended, equal to the width of the emergency exit where an evacuee is likely to make first con-

tact with the ground outside the cabin. The exterior emergency lighting may be provided by either interior or exterior sources with light intensity measurements made with the emergency exits open.

(c) Each light required by paragraph (a) or (b) of this section must be operable manually from the cockpit station and from a point in the passenger compartment that is readily accessible. The cockpit control device must have an "on," "off," and "armed" position so that when turned on at the cockpit or passenger compartment station or when armed at the cockpit station, the emergency lights will either illuminate or remain illuminated upon interruption of the rotorcraft's normal electric power.

(d) Any means required to assist the occupants in descending to the ground must be illuminated so that the erected assist means is visible from the rotorcraft.

(1) The assist means must be provided with an illumination of not less than 0.03 foot-candle (measured normal to the direction of the incident light) at the ground end of the erected assist means where an evacuee using the established escape route would normally make first contact with the ground, with the rotorcraft in each of the attitudes corresponding to the collapse of one or more legs of the landing gear.

(2) If the emergency lighting subsystem illuminating the assist means is independent of the rotorcraft's main emergency lighting system, it—

(i) Must automatically be activated when the assist means is erected;

(ii) Must provide the illumination required by paragraph (d)(1); and

(iii) May not be adversely affected by stowage.

(e) 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 an emergency landing.

(f) If storage batteries are used as the energy supply for the emergency lighting system, they may be recharged from the rotorcraft's main electrical power system provided the charging

**§ 29.813**

circuit is designed to preclude inadvertent battery discharge into charging circuit faults.

[Amdt. 29-24, 49 FR 44438, Nov. 6, 1984]

**§ 29.813 Emergency exit access.**

(a) Each passageway between passenger compartments, and each passageway leading to Type I and Type II emergency exits, must be—

- (1) Unobstructed; and
- (2) At least 20 inches wide.

(b) For each emergency exit covered by § 29.809(f), there must be enough space adjacent to that exit to allow a crewmember to assist in the evacuation of passengers without reducing the unobstructed width of the passageway below that required for that exit.

(c) There must be access from each aisle to each Type III and Type IV exit, and

(1) For rotorcraft that have a passenger seating configuration, excluding pilot seats, of 20 or more, the projected opening of the exit provided must not be obstructed by seats, berths, or other protrusions (including seatbacks in any position) for a distance from that exit of not less than the width of the narrowest passenger seat installed on the rotorcraft;

(2) For rotorcraft that have a passenger seating configuration, excluding pilot seats, of 19 or less, there may be minor obstructions in the region described in paragraph (c)(1) of this section, if there are compensating factors to maintain the effectiveness of the exit.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-12, 41 FR 55472, Dec. 20, 1976]

**§ 29.815 Main aisle width.**

The main passenger aisle width between seats must equal or exceed the values in the following table:

Passenger seating capacity	Minimum main passenger aisle width	
	Less than 25 inches from floor (inches)	25 Inches and more from floor (inches)
10 or less .....	12	15
11 through 19 .....	12	20

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

Passenger seating capacity	Minimum main passenger aisle width	
	Less than 25 inches from floor (inches)	25 Inches and more from floor (inches)
20 or more .....	15	20

<sup>1</sup> A narrower width not less than 9 inches may be approved when substantiated by tests found necessary by the Administrator.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-12, 41 FR 55472, Dec. 20, 1976]

**§ 29.831 Ventilation.**

(a) Each passenger and crew compartment must be ventilated, and each crew compartment must have enough fresh air (but not less than 10 cu. ft. per minute per crewmember) to let crewmembers perform their duties without undue discomfort or fatigue.

(b) Crew and passenger compartment air must be free from harmful or hazardous concentrations of gases or vapors.

(c) The concentration of carbon monoxide may not exceed one part in 20,000 parts of air during forward flight. If the concentration exceeds this value under other conditions, there must be suitable operating restrictions.

(d) There must be means to ensure compliance with paragraphs (b) and (c) of this section under any reasonably probable failure of any ventilating, heating, or other system or equipment.

**§ 29.833 Heaters.**

Each combustion heater must be approved.

**FIRE PROTECTION**

**§ 29.851 Fire extinguishers.**

(a) *Hand fire extinguishers.* For hand fire extinguishers the following apply:

(1) Each hand fire extinguisher must be approved.

(2) The kinds and quantities of each extinguishing agent used must be appropriate to the kinds of fires likely to occur where that agent is used.

(3) Each extinguisher for use in a personnel compartment must be designed to minimize the hazard of toxic gas concentrations.