

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation
[Docket No. 10745; Amdt. Nos. 25-28, 121-77]

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Emergency Slide Lighting

The purpose of these amendments to Parts 25 and 121 of the Federal Aviation Regulations is to exclude from the emergency lighting operating requirements, emergency slide lighting systems that serve only one assist means, are independent of the airplane's emergency lighting system, and are automatically activated when the slide is deployed.

These amendments were proposed in Notice 70-48 issued on December 18, 1970, and published in the *FEDERAL REGISTER* (35 F.R. 250), on December 25, 1970.

Parts 123 and 135 of the Federal Aviation Regulations require compliance with the emergency lighting operating requirements of § 121.310(d). Therefore, these amendments apply to air travel clubs conducting operations under Part 123 and Part 135 certificate holders using large, passenger-carrying airplanes.

Two of the comments received to Notice 70-48 contained unqualified support for the proposal, and another suggested that the proposal would not increase the level of safety above that provided by the present regulations. The agency is of the opinion, however, that the regulations must be responsive to improvements in technology and should not exclude those developments which provide at least a level of safety equivalent to that now required.

Another comment suggested that slide-illuminating lights be mounted on

the airplane external to the slide, and connected so that they can be used to illuminate the area below the associated exit should the slide fail to deploy. Since this recommendation is outside the scope of the proposal, it cannot be included in this regulatory action.

One comment noted that the proposal makes no provision for manual activation of the lights and stated that this would not allow a backup for the automatic activation, nor allow the system to be checked by a crewmember prior to flight. The FAA believes that since the slide lighting systems covered by the amendment are periodically checked and maintained, they provide an adequate level of safety without provisions for manual activation. However, if service experience should indicate otherwise, further regulatory action will be taken. In this connection, it should be pointed out that the amendments do not prohibit the use of slide lighting systems which provide both manual activation and automatic activation upon deployment.

Two of the comments received point out that the FAA has approved at least one slide lighting system that is activated automatically upon deployment in which both the light and power source are mounted on the exit door, external to the slide. The commentators suggest that while this system is not "wholly contained" in the slide as that term is used in the notice, the system does satisfy the intent of the proposal, and should be authorized by the regulations.

The FAA agrees that the slide lighting systems proposed to be excepted need not be wholly contained, but they must serve one slide only, be independent of the airplane's main emergency lighting system, and be automatically activated when the slide is deployed. Accordingly, the amendments to §§ 25.812(e) and 121.310(d) are changed from the proposal in the notice to reflect this means of compliance. Consistent with these changes, § 25.812(g)(2) is also amended to achieve consistency within the regulations.

Interested parties have been given an opportunity to participate in the making of these amendments, and due consideration has been given to all comments received. Since the changes made by this amendment to the wording of the proposal in notice 70-48 are minor in nature and impose no additional burden on any person, I find that further notice and

public procedure relating to them are unnecessary.

In consideration of the foregoing, and for the reasons given in Notice 70-48, Parts 25 and 121 of the Federal Aviation Regulations are amended, effective September 25, 1971, as follows:

1. The introductory sentences in paragraphs (e) and (g)(2) of § 25.812 are amended respectively to read:

§ 25.812 Emergency lighting.

(e) Except for subsystems provided in accordance with paragraph (g) of this section that serve no more than one assist means, are independent of the airplane's main emergency lighting system, and are automatically activated when the assist means is deployed, the emergency lighting system must be designed as follows:

(g) * * *

(2) If the emergency lighting subsystem illuminating the assist means serves no other assist means, is independent of the airplane's main emergency lighting system, and is automatically activated when the assist means is deployed, the lighting provisions—

2. The introductory sentence to paragraph (d) of § 121.310 is amended to read:

§ 121.310 Additional emergency equipment.

(d) *Emergency light operation.* Except for lights forming part of emergency lighting subsystems provided in compliance with § 25.812(g) of this chapter (as prescribed in paragraph (h) of this section) that serve no more than one assist means, are independent of the airplane's main emergency lighting systems, and are automatically activated when the assist means is deployed, each light required by paragraphs (c) and (h) of this section must comply with the following:

(Secs. 313(a), 601, 604, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1424; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on August 19, 1971.

J. H. SHAFER,
Administrator.

(As published in the Federal Register 36 F.R. 16899 on August 26, 1971)