



TERMS OF REFERENCE

Task Nr:	25.039
Issue:	2
Date:	27 May 2009
Regulatory reference:	CS-25, paragraphs 25.785; 807; 810; 811; 812; 813
Reference documents:	FAR 25 amendments 25-76, 25-88 and 25-94; 25-116; Draft JAA NPA 25D-298

1. Subject:

Passenger Emergency Exits, emergency features and escape routes - Harmonisation with FAA

2. Problem/Statement of issue and justification; reason for regulatory evolution (regulatory tasks):

Different FAR amendments related to Emergency Exits and escape routes were issued and were not yet considered either by the JAA or by the Agency: 25-76 in 1992, 25-88 in 1996, 25-94 in 1998 and 25-116 in 2004.

Main proposed change is contained in amendment FAR 25-88. This amendment defines two new types of passenger emergency exits and provides more consistent standards with respect to the passenger seating allowed for each exit type, and the type and number of exits required depending on passenger seating configurations. The amendment also requires reduced maximum inflation time of escape slides.

These changes allow more flexibility in the design of emergency exits and reflect improvements in escape slide technology. They should enable more cost-effective emergency exit arrangements and, in the case of escape slides, enable more rapid egress of passengers under emergency conditions.

Note that this activity was being initiated prior to the creation of EASA by JAA and CSSG #22 (Cabin Safety Steering Group), which resulted in the issuance of NPA 25D-298 on 31 July 1999.

Amendment 76 deals with improvement of Type III exit. This amendment was aimed at taking into account the results coming from FAA's Civil Aeromedical Institute (CAMI) in order to improve the evacuation of occupants under emergency evacuation. Most of the amendment is already covered by ToR 25.040 and NPA 2008-04. The only proposed change to be considered concerns cross aisles to be provided for all exit types in multi-aisles aeroplanes.

Amendment 116 relates to flight attendant assist spaces and handles, door hold-open features, outside viewing means, interior compartment doors and portable oxygen equipment. This FAA amendment aimed at taking advantage of the state-of-the-art, as well as common practice.

Amendment 94 was only aimed at correcting mistakes coming from amendment 88.

Today, the Airworthiness Codes still need to be upgraded to reflect the FAA status and the result of the JAA Working Group for amendment 88. The proposed CS-25 amendment would be applicable to new and amended type certificates and STCs as applicable under Part 21A.101.

3. Objective:

1. Harmonisation with FAR 25 concerning Emergency exit and escape routes:
 - Review of FAR 25 Amendment 25-88 and transposition of relevant paragraphs into CS-25. This amendment would change CS 25.785, 807, 810, 811, 812 and 813, introducing B and C type emergency exits and associated requirements for exits access, escape routes and speed of escape slide erection. Also revisions are made to specifications for numbers of emergency exits related to passenger seating configurations.
 - Transposition of FAR amendment 25-94 due to some FAR 25 paragraphs cancelled erroneously in FAR 25-88.
 - Review of FAR 25 amendment 25-76 in order to transpose relevant paragraphs into CS-25. This amendment would change CS 25.813 (a) by giving clarifications on passageway and by requiring cross aisles for all exit types for multi-aisles aeroplanes. Changes of 25.813 (c) will not be studied as this paragraph is being up-dated at the moment (task 25.040, NPA 2008-04).
 - Review and transposition of relevant parts of FAR 25 amendment 25-116 into CS-25 concerning:
 - the additional assist space requirements in accordance with FAR 25.813 (b)
 - the revised requirement about doors between passenger seats or crew seats that can be occupied during take-off and landing and passenger emergency exit in accordance with FAR 25.813 (e) and (f)
 - the outside viewing means when the exit is closed as per FAR 25.809 (a). Note that further understanding of current designs and on-going design developments should be undertaken and addressed with regards to the lighting conditions and viewing means for flight deck exits.
 - the exterior emergency lighting in accordance with FAR 25.812 (g) (1) (ii)
 - transposition of editorial changes as mentioned in amendment 116 concerning portable oxygen equipment (FAR 25.1447), smoking in the lavatories (FAR 25.853 (f)) and baggage and cargo compartment (FAR 25.855).
2. Review of the need to maintain the existing CS-25 limitation which is not part of FAR 25 requirement: use of type I or larger exits only for aeroplanes with passenger seating configuration of more than 299 seats (no type III exits). The conditions for this limitation as proposed in JAA NPA 25D-298 need to be taken into account and re-assessed based on current CS-25.

4. Specific tasks and interface issues (Deliverables):

- To review FAR amendments relative to Emergency Exits (FAR 25-76, 25-88 and 25-94 as well as FAR 25-116).
- To review JAA NPA 25D-298 and particularly the proposal about the floor level door for aeroplanes with passengers seating configuration of more than 299.
- To consider current CS-25 and current NPAs about emergency exits and features, escape routes (such as NPA 2008-04 "*Type III emergency exit access and ease of operation*") in order to ensure appropriate integration of FAR 25 amendments.
- As a result of those reviews, to deliver NPA to amend CS-25, accompanied with proper justification (Explanatory Note) including RIA and then to issue the decision accordingly.

5. Working Methods (in addition to the applicable Agency procedures):

EASA intends to take full advantage of FAA rule as well as the progress made in the JAA CSSG in developing its NPA.

Production of the EASA NPA is an Agency task.

Note that in case of major comment on NPA or in case of concern on requirements not addressed before NPA issuance, a review Group can be set up at the request of stakeholders.

6. Time scale, milestones:

EASA NPA about CS-25 amendment should be delivered before **June 2010**.

EASA decision should be issued before **March 2011**.