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UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
WASHINGTON, D.C.

Civil Air Regulations Amendment 42-39
Effective: March 20, 1962
Issued: February 12, 1962

[Reg. Docket No. 904; Amdt 42-39]

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

Illumination of Passenger Emergency Exit Markings

The Federal Aviation Agency published as a notice of proposed rule making (26 F.R. 9241) and circulated as Civil Air Regulations Draft Release No. 61-20 dated September 21, 1961, a proposal to amend Parts 40, 41, 42, and 46 of the Civil Air Regulations to require the illumination of passenger emergency exit markings during all takeoffs and landings, day and night.

In proposing these amendments, the Agency considered several recent accidents and incidents where illumination of the emergency exits during daylight hours may have resulted in a more effective evacuation of the passengers and crew. The Civil Air Regulations as originally adopted did not require daytime use of the emergency exit lighting system. It is now considered that this additional lighting during daylight hours is necessary to provide maximum safety where the evacuation of large numbers of passengers is concerned.

The amendment adopted herein, as distinguished from that adopted in Parts 40, 41, and 46, excludes small passenger-carrying aircraft. This exclusion is consistent with the present provisions of Part 42 and Draft Release 60-13 (25 F.R. 7452) in regard to interior emergency exit markings for small aircraft.

Interested persons have been afforded an opportunity to participate in the making of this regulation and due consideration has been given to all relevant matter presented. In general, all comments received from interested persons as a result of the Agency's notice of proposed rule making were favorable to the proposal.

In consideration of the foregoing, § 42.24c(b)(2) of Part 42 of the Civil Air Regulations (14 CFR Part 42, as amended) is hereby amended to read as follows, effective March 20, 1962:

§ 42.24c Emergency evacuation equipment.

* * * * *

(b) *Interior emergency exit markings.* * * *

(2) In all large passenger-carrying airplanes, a source or sources of light with an energy supply independent of the main lighting system shall be installed to illuminate all passenger emergency exit markings. Such lights shall be designed to function automatically in a crash landing and to continue to function thereafter, and shall also be operable manually, or shall be designed only for manual operation and also to continue to function following a crash landing. When such lights require arming of the system to function automatically, the system shall be armed prior to each takeoff and landing. When such lights require manual operation to function, they shall be turned on prior to each takeoff and landing.

(Secs. 313(a), 601, 604, 605; 72 Stat. 752, 775, 778; 49 U.S.C. 1354(a), 1421, 1424, 1425)

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N. E. HALABY,
Administrator.

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