cause injury to the occupants or restrict any of the escape facilities provided for use after an emergency landing; or

(2) Have sufficient strength to withstand the conditions specified in §27.561 including the means of restraint, and their attachments, required by paragraph (b) of this section. Sufficient strength must be provided for the maximum authorized weight of cargo and baggage at the critical loading distribution.

(d) If cargo compartment lamps are installed, each lamp must be installed so as to prevent contact between lamp bulb and cargo.

§ 27.805 Flight crew emergency exits.

(a) For rotorcraft with passenger emergency exits that are not convenient to the flight crew, there must be flight crew emergency exits, on both sides of the rotorcraft or as a top hatch in the flight crew area.

(b) Each flight crew emergency exit must be of sufficient size and must be located so as to allow rapid evacuation of the flight crew. This must be shown by test.

(c) Each flight crew emergency exit must not be obstructed by water or flotation devices after an emergency landing on water. This must be shown by test, demonstration, or analysis.

§ 27.807 Emergency exits.

(a) Number and location. (1) There must be at least one emergency exit on each side of the cabin readily accessible to each passenger. One of these exits must be usable in any probable attitude that may result from a crash; (2) Doors intended for normal use may also serve as emergency exits, provided that they meet the requirements of this section; and

(3) If emergency flotation devices are installed, there must be an emergency exit accessible to each passenger on each side of the cabin that is shown by test, demonstration, or analysis to:

(i) Be above the waterline; and

(ii) Open without interference from flotation devices, whether stowed or deployed.

(b) Type and operation. Each emergency exit prescribed by paragraph (a) of this section must—