

§ 25.789

§ 25.789 Retention of items of mass in passenger and crew compartments and galleys.

(a) Means must be provided to prevent each item of mass (that is part of the airplane type design) in a passenger or crew compartment or galley from becoming a hazard by shifting under the appropriate maximum load factors corresponding to the specified flight and ground load conditions, and to the emergency landing conditions of § 25.561(b).

(b) Each interphone restraint system must be designed so that when subjected to the load factors specified in § 25.561(b)(3), the interphone will remain in its stowed position.

[Amdt. 25-32, 37 FR 3969, Feb. 24, 1972, as amended by Amdt. 25-46, 43 FR 50596, Oct. 30, 1978]

§ 25.791 Passenger information signs and placards.

(a) If smoking is to be prohibited, there must be at least one placard so stating that is legible to each person seated in the cabin. If smoking is to be allowed, and if the crew compartment is separated from the passenger compartment, there must be at least one sign notifying when smoking is prohibited. Signs which notify when smoking is prohibited must be operable by a member of the flightcrew and, when illuminated, must be legible under all probable conditions of cabin illumination to each person seated in the cabin.

(b) Signs that notify when seat belts should be fastened and that are installed to comply with the operating rules of this chapter must be operable by a member of the flightcrew and, when illuminated, must be legible under all probable conditions of cabin illumination to each person seated in the cabin.

(c) A placard must be located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited.

(d) Lavatories must have "No Smoking" or "No Smoking in Lavatory" placards conspicuously located on or adjacent to each side of the entry door.

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(e) Symbols that clearly express the intent of the sign or placard may be used in lieu of letters.

[Amdt. 25-72, 55 FR 29780, July 20, 1990]

§ 25.793 Floor surfaces.

The floor surface of all areas which are likely to become wet in service must have slip resistant properties.

[Amdt. 25-51, 45 FR 7755, Feb. 4, 1980]

§ 25.795 Security considerations.

(a) *Protection of flightcrew compartment.* If a flightdeck door is required by operating rules:

(1) The bulkhead, door, and any other accessible boundary separating the flightcrew compartment from occupied areas must be designed to resist forcible intrusion by unauthorized persons and be capable of withstanding impacts of 300 joules (221.3 foot pounds).

(2) The bulkhead, door, and any other accessible boundary separating the flightcrew compartment from occupied areas must be designed to resist a constant 250 pound (1,113 Newtons) tensile load on accessible handholds, including the doorknob or handle.

(3) The bulkhead, door, and any other boundary separating the flightcrew compartment from any occupied areas must be designed to resist penetration by small arms fire and fragmentation devices to a level equivalent to level IIIa of the National Institute of Justice (NIJ) Standard 0101.04.

(b) Airplanes with a maximum certificated passenger seating capacity of more than 60 persons or a maximum certificated takeoff gross weight of over 100,000 pounds (45,359 Kilograms) must be designed to limit the effects of an explosive or incendiary device as follows:

(1) *Flightdeck smoke protection.* Means must be provided to limit entry of smoke, fumes, and noxious gases into the flightdeck.

(2) *Passenger cabin smoke protection.* Means must be provided to prevent passenger incapacitation in the cabin resulting from smoke, fumes, and noxious gases as represented by the initial combined volumetric concentrations of 0.59% carbon monoxide and 1.23% carbon dioxide.