

than, the airport elevation by 2,000 feet, provided—

(1) In the event of probable failure conditions of the cabin pressurization system, the cabin pressure altitude must not exceed 15,000 feet, or 2,000 feet above the airport elevation, whichever is higher; and

(2) The cabin pressurization system is designed to minimize the time in flight that occupants may be exposed to cabin pressure altitudes exceeding 8,000 feet.

(d) When operating into or out of airports with elevations at or above 8,000 feet, the cabin pressure high altitude warning alert may be provided at up to 15,000 feet, or 2,000 feet above the airplane's maximum takeoff and landing altitude, whichever is greater, provided:

(1) During landing, the change in cabin pressure high altitude warning alert may not occur before the start of descent into the high elevation airport and, following takeoff, the cabin pressure high altitude warning alert must be reset to 10,000 feet before beginning cruise operation;

(2) Indication is provided to the flightcrew that the cabin pressure high altitude warning alert has shifted above 10,000 feet cabin pressure altitude; and

(3) Either an alerting system is installed that notifies the flightcrew members on flight deck duty when to don oxygen in accordance with the applicable operating regulations, or a limitation is provided in the airplane flight manual that requires the pilot flying the airplane to don oxygen when the cabin pressure altitude warning has shifted above 10,000 feet, and requires other flightcrew members on flight deck duty to monitor the cabin pressure and utilize oxygen in accordance with the applicable operating regulations.

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**§ 25.843 Tests for pressurized cabins.**

(a) *Strength test.* The complete pressurized cabin, including doors, windows, and valves, must be tested as a

pressure vessel for the pressure differential specified in § 25.365(d).

(b) *Functional tests.* The following functional tests must be performed:

(1) Tests of the functioning and capacity of the positive and negative pressure differential valves, and of the emergency release valve, to simulate the effects of closed regulator valves.

(2) Tests of the pressurization system to show proper functioning under each possible condition of pressure, temperature, and moisture, up to the maximum altitude for which certification is requested.

(3) Flight tests, to show the performance of the pressure supply, pressure and flow regulators, indicators, and warning signals, in steady and stepped climbs and descents at rates corresponding to the maximum attainable within the operating limitations of the airplane, up to the maximum altitude for which certification is requested.

(4) Tests of each door and emergency exit, to show that they operate properly after being subjected to the flight tests prescribed in paragraph (b)(3) of this section.

FIRE PROTECTION

**§ 25.851 Fire extinguishers.**

(a) *Hand fire extinguishers.* (1) The following minimum number of hand fire extinguishers must be conveniently located and evenly distributed in passenger compartments:

| Passenger capacity    | No. of extinguishers |
|-----------------------|----------------------|
| 7 through 30 .....    | 1                    |
| 31 through 60 .....   | 2                    |
| 61 through 200 .....  | 3                    |
| 201 through 300 ..... | 4                    |
| 301 through 400 ..... | 5                    |
| 401 through 500 ..... | 6                    |
| 501 through 600 ..... | 7                    |
| 601 through 700 ..... | 8                    |

(2) At least one hand fire extinguisher must be conveniently located in the pilot compartment.

(3) At least one readily accessible hand fire extinguisher must be available for use in each Class A or Class B cargo or baggage compartment and in each Class E or Class F cargo or baggage compartment that is accessible to crewmembers in flight.

(4) At least one hand fire extinguisher must be located in, or readily