



Federal Aviation Administration

Memorandum

Date: 9/25/15

To: Manager, International Branch, ANM-116

From: Manager, Transport Airplane Directorate, ANM-100

Prepared by: Dan Jacquet, ANM-115

Subject: INFORMATION: Equivalent Level of Safety (ELOS) Finding for Overwing
Emergency Exit Locator Signs on the Dassault Aviation Model Falcon5X
airplanes, FAA Project #TC00952IB-T

ELOS Memo #: TC00952IB-T-CI-01

Regulatory Ref: § 25.811(d)(1) and (d)(3)

This memorandum informs the certificate management aircraft certification office of an evaluation made by the Transport Airplane Directorate (TAD) on the establishment of an equivalent level of safety (ELOS) finding for the Model Falcon 5X airplanes.

Background

Section 25.811(d)(1) requires “a passenger emergency exit locator sign above the aisle (or aisles) near each passenger emergency exit, or at another overhead location if it is more practical because of low headroom, except that one sign may serve more than one exit if each exit can be seen readily from the sign.” Section 25.811(d)(3) requires “a sign on each bulkhead or divider that prevents fore and aft vision along the passenger cabin to indicate emergency exits beyond and obscured by the bulkhead or divider, except that if this is not possible the sign may be placed at another appropriate location.”

Applicable regulation(s)

§ 25.811(d)(1) and (d)(3)

Regulation(s) requiring an ELOS finding

§ 25.811(d)(1)

Description of compensating design features or alternative standards which allow the granting of the ELOS finding (including design changes, limitations or equipment need for equivalency)

Based on the small size of the Falcon 5X airplane, the locator sign and the bulkhead sign are close to each other and Dassault proposes to use a single sign for the two purposes, when there is a divider in the cabin, close to the emergency exit.

Explanation of how design features or alternative standards provide an ELOS to that intended by the regulation

When a cabin divider/bulkhead is installed in the middle of the cabin, an evaluation will be required to determine if the visibility of the emergency exits is obscured by the bulkhead or divider. If the visibility of the emergency exits is obscured, an emergency exit sign required by § 25.811(d)(3) will be installed on the divider or the bulkhead. Direct compliance to § 25.811(d)(3) is therefore achieved.

In this situation, as the bulkhead/divider is always very close to the emergency exit and the Falcon 5X fuselage is relatively small, we determined that the bulkhead/divider sign required by § 25.811(d)(3) can also be used as a locator sign and is equivalently safe to a sign in an overhead location as required by § 25.811(d)(1).

FAA approval and documentation of the ELOS finding

The FAA has approved the aforementioned ELOS finding in project Issue Paper CI-01, titled Overwing Emergency Exit Locator Sign. This memorandum provides standardized documentation of the ELOS finding that is non-proprietary and can be made available to the public. The TAD has assigned a unique ELOS memorandum number (see front page) to facilitate archiving and retrieval of this ELOS finding. This ELOS memorandum number should be listed in the type certificate data sheet under the Certification Basis section in accordance with the statement below:

Equivalent Level of Safety Findings have been made for the following regulation(s):

§ 25.811(d)(1) Emergency Exit Marking

(documented in TAD ELOS Memorandum TC00952IB-T-CI-01)

Original signed by Suzanne Masterson

9/25/15

Transport Airplane Directorate,
Aircraft Certification Service

Date

ELOS Originated by: Airframe and Cabin Safety Branch	Project Engineer: Dan Jacquet	Routing Symbol: ANM-115
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