

## 305. AIR CARRIER OPERATIONS BULLETIN 2-76-4

# USE OF F-2 FORWARD CARGO DOOR FOR EMERGENCY EVACUATIONS

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FAR 121.310(i) provides authority for the issuance of deviations with respect to the use of certain doors and floor level exits as emergency exits. As an example, a survey of the regions with respect to their interpretation of the applicability of FAR 121.310(i) to the forward cargo loading door on F-27 and FH-227 aircraft reveals a diversity of opinions. Therefore, in the interest of achieving uniformity in the application of the rules in the field the following guidelines with respect to these aircraft should be used.

- a. The forward cargo loading door on F-27 aircraft need not comply with FAR 121.310(i) since the proximity of the propeller to the door makes such compliance impractical. The deviation authority contained in FAR 121.310(i) should be used for this aircraft.
- b. On the FH-227 aircraft, however, since the door is more than 7 feet forward of the propellers, the forward cargo doors are to be treated as “other floor level exits” under FAR 121.310(i). Passenger briefing instructions and seat cards must indicate that the door shall not be used during an emergency evacuation unless its use is specifically directed by a crewmember. In addition, the door separating the passenger compartment from the cargo compartment must be kept open during takeoffs and landings.