

ICAO

CIRCULAR

CIRCULAR 55-AN/50/2



1968

**PROVISIONAL
ACCEPTABLE MEANS OF COMPLIANCE
EMERGENCY EVACUATION PROVISIONS**

Prepared by the Airworthiness Committee and
published by authority of the Secretary General

Second Edition - 1968

Supersedes Circular 55-AN/50

**INTERNATIONAL
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ORGANIZATION
MONTREAL • CANADA**



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PROVISIONAL ACCEPTABLE MEANS OF COMPLIANCEEMERGENCY EVACUATION PROVISIONSFOREWORD

1. The Standards in Annex 8, Airworthiness of Aircraft, are of the nature of broad specifications stating objectives rather than the methods of realizing those objectives. In order to indicate by example the level of airworthiness intended by the Standards of that Annex, some specifications of a more detailed and quantitative nature have been included in the same volume under the title "Acceptable Means of Compliance". The Foreword of Annex 8 indicates the obligation under the Convention, resulting from the introduction of Acceptable Means of Compliance.
2. When the Annex was adopted on 13 June 1957, the Standards on the subjects - Aeroplane Performance, Strength under Flight Loads, Reciprocating Engines, Turbine Engines, Propellers, and Navigation Lights - were supplemented by Acceptable Means of Compliance. The absence of provisions of that type pertaining to other subjects was considered either as recognition, by the Council, that the Standards in themselves defined a sufficiently accurate level of airworthiness, or as recognition, by the Council, that due to the technical developments going on in a subject at the time of adoption, it had not yet been possible to establish a more precise technical specification than that in the Standards themselves.
3. It is the essence of the Acceptable Means of Compliance that they permit variations in overall method as well as in detailed application. Therefore, Contracting States, in establishing national codes that will ensure compliance with the Standards, will sometimes need guidance as to the departures from Acceptable Means of Compliance that are suitable for the certification of aircraft other than those specified in their Range of Validity, and also as to the use of methods developed too recently to have behind them the suitable background of experience deemed necessary for introduction of an Acceptable Means of Compliance.
4. The guidance material is established by ICAO as "Provisional Acceptable Means of Compliance", a class of specification that does not impose any obligation under the Convention. The Provisional Acceptable Means of Compliance are not, like the Standards or the full-fledged Acceptable Means of Compliance, established by agreement between Contracting States; instead, they reflect an agreement reached by an international body of experts to the effect that a specification is worthy of trial.
5. Trial application of Provisional Acceptable Means of Compliance in national regulations or practices is intended to build up the amount of experience that could eventually lead to the introduction of an Acceptable Means of Compliance on the same subject.
6. The Provisional Acceptable Means of Compliance presented in the First Edition of this Circular (Circular 55-AN/50) was prepared by the Airworthiness Committee, a body of experts authorized by the Council and functioning under the Air Navigation Commission. The Airworthiness Committee proposed this Provisional Acceptable Means of Compliance in its second report issued at the end of its Second Meeting, which took place from 3 July to 29 July 1958. The Air Navigation Commission, after satisfying itself that this Provisional

Acceptable Means of Compliance was properly co-ordinated with the Standards, the Acceptable Means of Compliance, and other Provisional Acceptable Means of Compliance and that the policies of the Organization have been followed, approved issue of this Provisional Acceptable Means of Compliance at the Second Meeting of its Twenty-Ninth Session, on 9 October 1958. It is to be noted that in so doing, the Air Navigation Commission did not pass judgement on, or endorse, the technical contents recommended by the Airworthiness Committee.

7. The Provisional Acceptable Means of Compliance presented in this Second Edition of the Circular was prepared by the Airworthiness Committee at its Eighth Meeting, which was held from 22 April to 11 May 1968. A significant feature of this PAMC is that the manufacturer is required to demonstrate in practice to the certificating authorities that a fully representative load of passengers can be evacuated from an aeroplane, irrespective of its size and seating capacity, within 90 seconds using only the exits provided on one side of the aeroplane and without making use of any ventral or tail exit that may additionally exist. The PAMC also includes requirements for a new "Type A" exit for aeroplanes with 300 or more seats. The emergency exits are required to be uniformly distributed and also to be readily accessible. The assisting means for passenger emergency exits are required to be self-supporting, automatically deployable and capable of erection within 10 seconds. The Air Navigation Commission, after satisfying itself that this Provisional Acceptable Means of Compliance is properly co-ordinated with the ICAO Standards and related material and that the policies of the Organization have been followed, approved issue of this revised edition of the Provisional Acceptable Means of Compliance at the Eighteenth Meeting of its Fifty-Eighth Session on 26 June 1968. It is to be noted that, in so doing, the Air Navigation Commission did not pass judgement on, or endorse, the technical contents recommended by the Airworthiness Committee.

8. This PAMC contains specifications intended to provide for a level of airworthiness equivalent to that intended by the relevant provisions in paragraph 4.1.7 of Part III of Annex 8.

9. States are invited to use these specifications and to notify ICAO of the extent to which they are being applied. Should any State find it desirable or necessary to adopt any significant variations from the specifications, that State is invited to notify the Organization of such differences.
