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Director, Airworthiness Division
Aviation Safety and Security Department
Japan Civil Aviation Bureau

Circular No. 1-008

Markings which shall be indicated in Japanese for Emergency Exit, Safety Equipments, etc.

1. Purpose

This Circular is to provide a scope of markings which shall be indicated in Japanese with regard to the markings for locator sign, operating instructions for emergency exits, stowage location markings for safety equipments, etc.

2. Applicability

This Circular shall be applied to the aircraft specified in (1) or (2) below:

- (1) All airplanes which have been, or are going to be, type-certificated and/or airworthiness-certificated as ‘transport T’ category airplane by JCAB.
- (2) Airplanes, rotorcraft and airship other than (1) above, which are used for air transport services.

In addition, among the aircraft listed in each paragraph of Article 1 of Enforcement Order of the Civil Aeronautics Law, those with registry of foreign state which are exclusively used for domestic air transport services in Japan shall also comply with this Circular.

(Note) It is recommended that markings in Japanese (or bilingual with English) in

accordance with this Circular should be made on the aircraft other than for air transport services.

3. A scope of markings which shall be indicated in Japanese

3-1 In principle, markings below shall be indicated in Japanese, however pictorial indication could alternatively be accepted if it is considered to be adequate;

- 1) Markings of the interior or exterior of aircraft relating to the emergency evacuation or emergency equipments, which are anticipated to direct the passengers or rescue workers who have insufficiently been trained; and,
- 2) Markings relating to the matters to be attended to passengers in order to assure the safe operation.

3-2 Those listed (1) through (4) below shall be indicated in Japanese in accordance with the principle mentioned above. This paragraph provides minimum scope of those to be indicated in Japanese, and does not intend to prevent markings other than listed from indicating in Japanese. And it is recommended that the markings listed should be in a bilingual text with Japanese as far as possible.

(1) Signs and markings for emergency exit

On the emergency exits specified in the provisions of Section 4-7-10A, 7-3-9 and 8-4-4 of Airworthiness Inspection Manual Part II, Section 4-7-6, 4-7-6A and 7-3-9 of the Part III, Section of 4-6-10 and 7-3-9 of the Part IV and Section 4-6-12 and 7-3-9 of the Part V, Section 4-4-2 of “Airworthiness Inspection Manual for aircraft, airworthiness category “Airplane Normal N” with 9 or more passengers seats excluding pilot seat, maximum takeoff weight of equal or less than 5,700kg which is used for passenger transport between two points”, paragraphs 3-2, 3-5, 3-7 and 3-11 of Circular No.4-008, titled “Requirements for equipments related to large airplane which is used for air transport services by air carrier”, following markings shall be indicated in Japanese:

- ① Locator sign and identification marking sign of emergency exit for passengers (on the inside and outside of the aircraft)
- ② Marking of opening instructions of emergency exit for passengers, marking of removal instructions of operating handle cover of emergency exit (on the inside and outside of the aircraft)
- ③ Locator sign and marking of opening instructions of emergency exit for cockpit crew which is required to open from outside of the aircraft (on the outside of the aircraft)

Note 1: Letters of “PULL”, “PUSH”, etc. carved on the surface of the handle shall be indicated in equivalent Japanese letters on the surface of the handle (but, not always necessary to carve them). However, if those indications in Japanese of “PUSH LEVER”, “PULL LEVER”, etc. are made closely to the handle and equivalent operational effect shall be maintained, such indication shall be acceptable.

Note 2: If the indication shall be required on the surface of access plate or cover of the operating handle for emergency exit, the indication shall be made in Japanese.

Note 3: Japanese words, “非常口” as well as “非常脱出口” and “出口” shall be acceptable for the indication of emergency exit for passengers.

(2) Markings indicating stowage provisions for safety equipments and emergency equipments in the interior of aircraft

Regarding the equipments specified in the provisions of Article 150 of the Civil Aeronautics Regulations, Section 7-3-11 of Airworthiness Inspection Manual Part II, Section 7-3-10 of the Part III, Section 7-3-11 of the Part IV, Section 7-3-11 of the Part V, and paragraph 2-2 of Circular No.4-008, titled “Requirements for equipments related to large airplane which is used for air transport services by air carrier”, following markings shall be indicated in Japanese:

- ① Life vest for passengers (including for infant with indication to that effect)
- ② Life raft (excluding slide raft)
- ③ Fire extinguisher
- ④ Portable oxygen
- ⑤ First aid kit
- ⑥ Emergency signal kit
- ⑦ Megaphone
- ⑧ Water proof portable flash light
- ⑨ Emergency locator transmitter for aircraft
- ⑩ Emergency food

Note 1: Indication in Japanese is not necessary for those equipments stored in the area where passenger does not come into.

Note 2: It is not always necessary to indicate in Japanese for those equipments which are clearly identified of their function at the first glance and also

are installed at the highly visible location such as on the interior wall.

(3) “No smoking” and “Fasten seat belt” signs

Those signs specified in the provisions of Section 4-9-1A and 8-4-5 of the Airworthiness Inspection Manual Part II, Section 4-6-11 of the Part III, Section 4-7-1-3 of the Part IV and Section 4-7-2 of the Part V shall be indicated in Japanese.

(4) Markings of “Do not throw cigarette” and ”No smoking in the lavatory”

Markings specified in the provisions of Section 8-4-5 of the Airworthiness Inspection Manual Part II and Section 4-10-2 of the Part III shall be indicated in Japanese.

3-3 When these markings and signs are indicated in Japanese, method of indication such as letter size, color, etc. shall be complied with the requirements, if specified in the Airworthiness Inspection Manual, etc.

Supplementary Provisions (August 31, 2000)

1. This Circular shall be effective on August 31, 2000. However, the aircraft other than those which have been required to install markings, etc. indicated in Japanese in accordance with paragraph 2-(1) or 2-(2) of TCL-149-92 shall be applied on August 31, 2001.
2. Circular TCL-149-92 shall be superseded by this Circular.

Supplementary Provisions (March 25, 2002)

1. This Circular shall be enforced on March 25, 2002.
2. (Interim measures)

The former Circular TCL-149-92, titled same as this Circular, specified its applicability to all airplanes categorized transport T, and to airplane and rotorcraft other than categorized transport T, which are used for scheduled air transport services, passenger transport between two points or rotorcraft which is used for transport between two points.

However, amendment of this Circular on March 25, 2002 finally specified its applicability to “all airplanes categorized transport T, and to airplane, rotorcraft and airship other than categorized transport T which are used for air transport services”.

In accordance with this amendment, the aircraft which have been used for air transport services (former, unscheduled air transport services) other than transport between two points have been newly included into the applicability of this Circular. Therefore, the interim measures for the aircrafts which the amended Circular becomes applicable are provided:

- (1) As for the aircraft which are manufactured or imported for air transport services after October 1, 2002, such aircraft shall meet this Circular by the time when they are used for business.
- (2) As for the aircraft which will be newly used for business before September 30, 2002 and the aircraft which have been currently used for business, it is desirable to install applicable markings and signs indicated in Japanese on those aircraft in accordance with this Circular. However, enforcement shall be exempted on those aircraft in consideration of possibility of excessive cost imposed for the modification to comply with these requirements after in service.

Supplementary Provisions (June 30, 2011)

1. This Circular shall be enforced on July 1, 2011.

Please contact to address below for questions and comments on this Circular:

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