



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Transport Airplane Directorate  
1601 Lind Avenue, S.W.  
Renton, Washington 98057-3356

Exemption No. 13281A  
Regulatory Docket No. FAA-2015-2330

January 15, 2016

Mr. Emery P. Wiltse  
ODA Enterprise Program Administrator  
Gulfstream Aerospace Corporation  
P.O. Box 2206  
Savannah, Georgia 31402-2206

Dear Mr. Wiltse:

This is to inform you that we have amended Exemption No. 13281. This letter explains the basis for our decision and describes the effect of the amendment.

### **The Basis for Our Decision**

By letter (e-mail) dated October 22, 2015, you petitioned the Federal Aviation Administration (FAA), on behalf of Gulfstream Aerospace Corporation, for an amendment to Exemption No. 13281. This exemption pertains to Gulfstream Model GVI airplanes operated for private-use, not for hire, not for common carriage and provides relief from § 25.813(e) of Title 14, Code of Federal Regulations (14 CFR) at Amendment 25-116. Title 14 CFR 25.813(e) states that no door may be installed between any passenger seat that is occupiable for takeoff and landing and any passenger emergency exit.

We granted the exemption with several conditions based on design features proposed by Gulfstream. Your petition for amendment states that although Gulfstream proposed an automatic stowage feature for the mid-cabin interior door, it was intended as a safety feature to support a request for approval for 14 CFR part 135 operations. Since the exemption is limited to private-use operation only, Gulfstream wishes to install manually-operated mid-cabin doors instead of doors with automatic stowing features. Therefore, Gulfstream requests the removal of the following four conditions applicable to automatically-activated doors:

- **Condition 2** requires automatic stowage of the interior door if the landing gear is down or the flaps are not fully retracted. The door must remain open until the landing gear and flaps are both fully retracted.
- **Condition 4** requires that the door must be designed so that it can only be closed (deployed) when the landing gear and flaps are fully retracted (airborne configuration) or for ground maintenance activity.

- **Condition 5** requires that the door must be designed so that for any failure of the closing/latching mechanism, the door will default to the stowed position.
- **Condition 6** requires substantiation that the probability of failure to egress through the main entry door, including the probability of failure of both interior doors, is less than  $10^{-5}$  per flight hour.

Your petition for amendment asserts that the above-listed conditions have not been present in any of the existing exemptions previously issued. We note that these conditions were included in Exemption No. 10188 for the Gulfstream Model GVI airplane acoustic and vestibule doors, which are permitted in part 135 operations. However, we agree that we have not required these conditions when the aircraft has been limited to private use, not for hire, not for common carriage operations.

#### ***Federal Register Publication***

The FAA has determined that good cause exists for not publishing a summary of the petition in the *Federal Register* for public comment because the requested amendment to the exemption would not set a precedent.

#### **Our Decision**

The FAA has determined that the justification for the issuance of Exemption No. 13281 remains valid with respect to this amendment and is in the public interest. Since Gulfstream is not installing mid-cabin interior doors with an automatic stow feature and the exemption is applicable to airplanes limited to private-use, not for hire, not for common carriage operation; the above-listed conditions are not applicable.

#### **The Effect of Our Decision**

This amendment removes conditions 2, 4, 5, and 6 (listed above) from the limitations for which the exemption is granted.

#### **The Grant of Amended Exemption**

Pursuant to the authority contained in 49 U.S.C. 40113 and 44701, delegated to me by the Administrator, I grant Gulfstream Aerospace Corporation an amendment to Exemption No. 13281 which removes the conditions numbered 2, 4, 5, and 6 from the list of conditions applicable to this exemption.

The operating limitation and all other conditions of Exemption No. 13281 remain the same. This letter must be attached to, and is a part of, Exemption No. 13281.

Sincerely,

*Original signed by  
Michael Kaszycki, for*

Jeffrey E. Duven  
Manager, Transport Airplane Directorate  
Aircraft Certification Service