Exemption No. 10670

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
RENTON, WASHINGTON 98057-3356

In the matter of the petition of **Learjet Inc.** for an exemption from § 25.813(e) of Title 14, Code of Federal Regulations	**Regulatory Docket No. FAA-2009-1077**

PARTIAL GRANT OF EXEMPTION

By letter dated May 7, 2012, Mr. Robert Cahn, of Learjet Inc., One Learjet Way, Wichita, KS 67209-2942, petitioned for exemption from the requirements of § 25.813(e) of Title 14, Code of Federal Regulations (14 CFR). The petitioner has requested the exemption to permit installation of interior doors between the passenger compartment and an emergency exit on the Learjet Model LJ-200-1A10 airplane.

The petitioner requests relief from the following regulation:

> **Section 25.813(e), Amendment 25-116**[1] **-** No door may be installed between any passenger seat that is occupiable for takeoff and landing and any passenger emergency exit, such that the door crosses any egress path (including aisles, cross aisles and passageways).

The petitioner supports their request with the following information:

This section quotes the relevant information, with some edits for clarity, from the petitioner's request. The complete petition is available at the Department of Transportation's Federal Docket Management System, on the Internet at http://regulations.gov, in Docket No. FAA-2009-1077.

[1] For 14 CFR part 135 operations, there shall be instructions within the Airplane Flight Manual Supplement (AFMS) and Instructions for Continued Airworthiness (ICA) to provide a procedure to lock the door in the open position and install a cover plate to obscure the door and preventing the use of the door during flight.

An application for a new Type Certificate (TC) has been submitted by Learjet Inc. for this new model and FAA Project No. TC4960WI-T has been assigned to this effort. The certification basis for the Learjet Model LJ-200-1A10 is 14 CFR Part 25, Amendment 25-1 through 25-127.

The basis of this petition has already been established by the FAA in the granting of exemptions as shown in the following documents:

- FAA Exemption No. 10188, issued December 27, 2010 - Gulfstream Aerospace Corp. for the Model GVI

- FAA Exemption No. 8767, issued August 14, 2006 - Cessna Aircraft Company for the Model 750 (Citation X)

- FAA Exemption No. 8621, issued October 3, 2005 - Cessna Aircraft Company for the Model 560XL (Citation XL)

- FAA Exemption No. 8123, issued September 3, 2003 - Midcoast Aviation Inc. for the Dassault Aviation Mystere - Falcon 900 and Falcon 900EX L 706-05-12-0484

Discussion of Relief from 14 CFR Part 25, Section 25.813(e) Amdt. 25-116

When 14 CFR Part 25, Section 25.813(e) Amdt. 25-1 was issued to restrict installation of doors between passenger compartments it did not restrict the installation of doors forward or aft of passenger compartments. As such it continued to be common practice for business class aircraft to install doors which isolated the passenger seating areas from crew work areas. These doors lowered noise levels in the passenger cabin and created effective work environments on these business aircraft. On October 27, 2004, Amendments 25-116 and 121-306, titled *"Miscellaneous Cabin Safety Changes"* were published in the Federal Register. This revised 14 CFR 25.813(e) to restrict the installation of any interior door between a passenger seat and any emergency exit, effectively restricting the use of all interior doors. In addition, the FAA revised 14 CFR 121.310(f)(6), to prohibit these doors in airplanes manufactured after November 27, 2006, and operated under 14 CFR part 121. However, at that time the FAA chose not to amend 14 CFR Part 135 or 14 CFR Part 91. As a result, aircraft certified prior to Amendment 25-116, and operating under other than 14 CFR Part 121, are permitted to incorporate these types of door installations.

When Amendment 25-116 was issued, the FAA noted that this change was incorporated due to concerns over passengers' ability to recognize that an exit exists beyond an interior door forward or aft of the passenger compartment; and reach the exit beyond the door in the event of failure of the interior door to open or being jammed.

For the Learjet Model LJ-200-1A10 executive business aircraft, Learjet Inc. believes that it is possible to provide a level of safety consistent with the intent of the 14 CFR Part 25

regulations while allowing for installation of certain interior pocket doors. This will be accomplished by incorporating specific design features to ensure the passengers' ability to effectively identify the exit and egress the aircraft is not diminished.

Learjet Inc. is proposing specific design requirements to provide this level of safety appropriate to the operations of executive business aircraft, both private (14 CFR Part 91) and for hire (common carriage) (14 CFR Part 135) equipped with partitions and doors.

The Learjet Model LJ-200-1A10 executive business aircraft will be designed to the requirements of 14 CFR Part 25, Transport category. These rules basically address airplanes that are used for the carriage of fare paying passengers or the general public. Additionally, the rules consider aircraft with a passenger seating of up to 500. The new Learjet Model LJ-200-1A10 will have a maximum seating capacity of ten (10) passengers, and will be equipped exclusively for executive business aircraft use. The difference between the commercial transport category aircraft used in airline operation and aircraft specifically used for executive business operations are not segregated in the 14 CFR Part 25 rules. Learjet contends that airplanes specifically designed for executive business operations, whether private or for hire (common carriage) should be eligible for the acceptance by exemption of cabin features which do not comply with the full requirements of 14 CFR Part 25 provided that they demonstrate and provide similar levels of safety.

Aircraft specifically designed for executive business aircraft operation contain features designed to support passengers who fly frequently and are very familiar with the executive business aircraft in which they are traveling. The crew of an executive business aircraft is intimately in contact with the passengers thus the communications are first hand which ensures safety and understanding of operation. Furthermore, passengers will be briefed as to the proper use and safety features of the doors enhancing safety and ensuring rapid egress from the aircraft in an emergency situation. This is typically addressed in the pre-flight briefings from the pilots prior to take off for 14 CFR Part 91 / 135 operations and additionally in the passenger briefing cards for 14 CFR Part 135 operations.

The new Learjet Model LJ-200-1A10 will have a maximum seating capacity of ten (10) passengers and two (2) crew members. The standard floor plan arrangement will consist of four (4) club seating arrangement in the main passenger cabin.

Optional floor plan arrangements will also be available, they will consist of a three (3) club seating arrangements and a three (3) place side-facing divan (See Figure 2). All cabin arrangements will contain partitions with a pocket door that will divide the cabin from the aft lavatory. The aft lavatory area will consist of a vanity cabinet on the LH side and a toilet enclosure on the RH side with provisions for an optional belted seat.

Installed in the aft section of the main passenger cabin, as part of both the standard and optional seating arrangements, will be a manually operated single "pocket" door in the LH [left-hand] Aft Lavatory Partition that will separate the main passenger cabin from

the aft lavatory. In addition, as a customer selected option, a manually operated single "pocket" door will be installed just aft of the RH forward galley. Both of these pocket doors will feature an electro-mechanical latch to maintain the door in the open (stowed) position when the aircraft landing gear is down or the flaps are not fully retracted and will remain open until the landing gear and flaps are both fully retracted.

The main entry door, a Type I exit, will be located on the LH side of the aircraft, approximately three feet aft of the cockpit. The opening of the Type I exit is similar to the previously approved Bombardier BO-100-1A10 (Challenger 300). From inside the aircraft, a single rotary handle, located on the forward side of the door, is rotated upward releasing the locking mechanism allowing the door to open outward. A set of stairs are integrated into the door along with hand rails on the aft side to assist occupants in entering and exiting the aircraft.

Installed on the RH [right-hand] side, just outboard of the toilet enclosure in the aft lavatory, will be a Type III emergency exit (similar to the Learjet Model 60). Opening of the Type III emergency exit from inside the aircraft will consist of rotating a handle up and forward which will allow the door to move upward to clear the lower latches and thus swing outward and forward along the fuselage. The door will remain attached to the door opening structure and will not be a removable plug style door like other aircraft in its class. Additionally, the Type III emergency exit door will have a latching mechanism to retain it in the open position.

There are several technical arguments to support special consideration for this size of aircraft with a passenger count of ten (10) or less which is significantly less than the amount carried in airline service. One of which is the distance between the Type I and Type III emergency exits of approximately 18.5 feet and separated by one single aisle. Passengers leaving their seats will either move forward or aft to reach an emergency exit. In addition, opening of the Type III emergency exit from inside the aircraft will be much easier in that, in the event of an emergency, an occupant will not have to decide what to do with a door that is at least 20 inches wide by 36 inches high weighing between 45 to 50 lbs. All he or she will have to do is rotate the handle up and forward, push the door outward and forward along the fuselage where it will lock into the open position. The opening of the Type I door from inside the aircraft will only require the rotation of the handle upward and pushing the door open. Furthermore, the proposed design features of the partitions with pocket doors will have safety features that will be equal to what is required by the rule and is further described in the Occupant Safety Considerations below.

Occupant Safety Considerations

Similar to exemptions previously granted along with additional safety features, Learjet Inc. proposes the following design requirements:

- The doors will be designed to be maintained in the open (stowed) position when the landing gear is down or the flaps are not fully retracted and will remain open

until the landing gear and flaps are both fully retracted. The installation of the interior doors will therefore not adversely affect passenger recognition of the Type I and Type III emergency exits.

- The doors will be designed so that they can only be closed (deployed) when the gear and flaps are fully retracted (airborne configuration), or for ground maintenance activity.

- The doors will be equipped with an override function allowing an occupant to open either door from the cabin side.

- The doors will be designed so that for any failure of the closing/latching mechanism, the doors will default to the open (stowed) position.

- The latches will be cycle tested to a minimum of 100,000 cycles to account for wear and tear in service.

- Regular inspections will be included in Chapter 4 of the Aircraft Maintenance Manual to ensure proper functionality of the door(s) including the latches and other design aspects that can have an effect on the safety features. Inspection intervals will be based on testing and analysis.

- In accordance with Learjet's approach to compliance with 14 CFR 25.1309, the failure to egress through any individual emergency exit is classified as Major. Learjet will demonstrate that the probability of failure to egress through the Type I and Type III emergency exits, including the probability of failure of both interior doors in the deployed position, will meet the criteria for a failure scenario classified as Major. This will include conducting a quantitative analysis that shows the probability of this scenario to be less than 10^{-5} per flight hour. This hazard criticality is based on 14 CFR 25.783(b)(2).

- The doors will have a hold-open feature that will be shown to withstand all emergency landing loads specified under 14 CFR 25.561 (b).

- Emergency exit locator / marking signs and emergency lighting in accordance with 14 CFR 25.811 and 25.812 will be provided.

- The doors between the passenger compartments and emergency exits will be frangible. The doors will be designed in three (3) separate sections; main section, header, and footer. Each of these sections will consist of individual composite panel segments, covered in veneer or laminate. The segments will be held together by a frangible rod. Three (3) tests will be conducted to show the effectiveness of the frangible door. One will show that a 5th percentile female will be able to egress forward out of the lavatory. A second test will show that a 5th percentile female will be able to egress aft through the Type III emergency exit

with a 95th percentile incapacitated male collapsed on the floor of the lavatory. The third test will show that a 5th percentile female will be able to egress aft through the Type III emergency exit with a 95th percentile male incapacitated and belted into the lavatory seat location. All three tests will also show that a 95th percentile male will be able to follow through the opening that the 5th percentile female had created.

- The doors will have a static breaking load requirement of no more than 55 lbf [pound force] and a no less than 45 lbf.

- Each door will have a minimum gap of .50 inches between the door header / cabin headliner and door footer / cabin floor. This gap will be to eliminate the pocket door header or footer from jamming against the cabin headliner or cabin floor thus enhancing the break through capabilities of the pocket door and maintaining rapid egress. The gap will also allow for an individual to grab the pocket door either at the top or bottom so as to continue moving the door once the frangible rods have been broken if required. The pocket doors will contain lanyards to retain the segmented panel portions that are designed to break and therefore keep them from blocking or creating any tripping hazards during egress.

- An Amber CAS message will alert the pilots if either of the interior doors are not in the properly open (stowed) position when the landing gear is down or the flaps are not fully retracted for taxi, takeoff, and landing.

- Any occupant seated in the lavatory during taxi, takeoff, and landing will be required to be an adult with a stature of 60 inches weighing 102 lbs., or greater. This information will be included in the Aircraft Flight Manual and placarded accordingly.

- For Part 135 Operations, a preflight briefing video will be shown to the occupants that will outline the safety features of the aircraft including the interior doors. The video will clearly show how the override function works for opening the door from the cabin side along with breaking through the doors should they become jammed in the closed (deployed) position.

Additional Safety Features and Justification

- The Type III over-wing emergency exit will be outward opening and will remain structurally attached to the door opening structure. Most other executive business aircraft in this class have a removable plug style door for their Type III emergency exit. This causes the person removing it to decide to throw it out the exit opening as many of the placards state or place it on a seat or some place out of the way in the cabin. In either case, it is an extra step requiring additional time and thought that has been eliminated. Typically, these doors weigh between 45 and 50 lbs and are cumbersome to maneuver due to their size and interior features that are typically installed on them.

- Similar to the Learjet Model 60, the Type III emergency exit will be located in the aft lavatory directly over the RH wing. The Learjet Model LJ-200-1A10 aircraft will be certified for ditching and therefore the exit has been located in the safest position. This will provide the occupants the best opportunity to safely egress the aircraft onto the wing and into a life raft or directly into the life raft as necessary. The life raft for this exit will be installed in a compartment between the vanity and toilet enclosure within a few feet of the Type III exit which allows for easy access and removal.

- Most aircraft in this class have one of their emergency exits in the main cabin. On the Learjet Model LJ-200-1A10 , moving the Type III emergency exit into the main cabin would require the addition of an assist means (self supporting slide) since the exit would be higher than six (6) feet off the ground. Furthermore, the table located between the seats where the exit is installed would create an additional obstruction that could delay the opening of the exit and potentially provide additional obstacles for rapid egress from the aircraft.

Issue of Public Interest and Safety

Learjet Inc. has been manufacturing executive business aircraft for a wide variety of customers, world wide for more than forty-seven (47) years. In 1993, the Model 60 was introduced into the market where the first Equivalent Level of Safety finding to 14 CFR Part 25, Section 25.813(e) Amdt 25-72 was granted by the FAA to Learjet Inc. This same Equivalent Level of Safety finding is still applied today. There are over four hundred Model 60 executive business aircraft in service that include a partition with a single pocket door that separates the passenger cabin from the Type III emergency exit in the aft lavatory regardless of the type of operation (14 CFR Part 91 or Part 135). This Equivalent Level of Safety finding granted by the FAA requires the door to be secured open for taxi, takeoff, and landing. Additionally, the pocket door is frangible in the event that it may become jammed in the closed (deployed) position. Furthermore, when the aft lavatory is occupied for taxi, takeoff, and landing the occupant must be an adult with a stature of 60 inches tall and weigh 102 lbs. or greater. This has provided an acceptable level of safety for customers world wide for almost nineteen (19) years.

In 2004, 14 CFR Part 25, Section 25.813(e) was amended to state, “No door may be installed between any passenger seat that is occupiable for takeoff and landing and any passenger emergency exit, such that the door crosses any egress path (including aisles, cross-aisles and passageways).” Previously, a door could be installed between passengers and an emergency exit provided that the passengers were not seated on both sides of the door. The regulation then only required the door to be secured open for taxi, takeoff, and landing. Due to the growing population of executive business aircraft including interior arrangements with separate rooms and so as to provide an additional level of safety, the FAA decided to amend the rule to not allow a door between a passenger compartment and an emergency exit. However since 2004, there have been approximately twenty three (23) exemptions granted to various business aircraft manufacturers allowing doors between passenger compartments and doors between a passenger compartment and an

emergency exit with a list of stipulations that provide an adequate level of safety. The list of stipulations has included the following:

- Each door between passenger compartments must be frangible.

- Depending on the category of operation, the door must be either secured open or closed if the room is not occupied for taxi, takeoff, and landing.

- There must be appropriate procedures to signal the crew if the door is not secured open (stowed) during taxi, takeoff, and landing.

- The doors must be designed to be maintained in the open (stowed) position when the landing gear is down or the flaps are not fully retracted and will remain open until the landing gear and flaps are both fully retracted.

- The doors must be designed so that they can only be closed (deployed) when the gear and flaps are fully retracted (airborne configuration), or for ground maintenance activity.

- The doors must be designed so that for any failure of the closing latching mechanism, the doors will default to the open (stowed) position.

- The doors must have a hold-open feature that will be shown to withstand all emergency landing loads specified under 14 CFR 25.561(b).

Like other business aircraft manufacturers, Learjet Inc. is requesting the FAA grant a similar exemption for the door that will separate the main passenger cabin from the Type I emergency exit and the door that will separate the main passenger cabin from the Type III over-wing emergency exit in the aft lavatory. Learjet recognizes that the exemptions previously granted have a stipulation that the aircraft must not be operated for hire or offered for common carriage. However, it should be noted that the Learjet Model LJ-200-1A10 has a maximum passenger capacity of 10. Learjet has proposed a number of additional safety features so that low number of occupants with limited knowledge of the aircraft will clearly be able to deal with safety situations similar to occupant's with intimate knowledge. These safety features will ensure the same level of safety for passenger egress as is required for any emergency exit and will provide a clear egress path.

Operation Outside of the United States

The European Aviation Safety Administration (EASA) Certification Standard (CS) 25.813 regulation is not currently harmonized with 14 CFR 25.813 and does not restrict these types of door installations.

Regardless of EASA requirements, per 14 CFR 11.81 (h) Learjet requests consideration be given to extending this exemption for operation outside of the United States. Learjet aircraft are routinely registered and operated outside of the United States and projections are the same for the Learjet Model LJ-200-1A10 . Granting this extension of privileges will allow for operations based within foreign countries, including EU member countries, having bilateral agreements with the United States accepting FAA 14 CFR part 25 as their airworthiness standards for transport category aircraft. Learjet believes that limiting this exemption to use within the U.S. would put unfair restrictions on the marketability of this aircraft.

Conclusion

Based on the above information, Learjet Inc. believes that an exemption to 25.813(e) is in the public interest and would not adversely affect safety of the passenger traveling aboard the Learjet Model LJ-200-1A10.

***Federal Register* publication**

The FAA published a Summary Notice of Petition Received in the *Federal Register* on [date], 2012 (00 FR 00000). The FAA received [no/the following] comments.

The FAA's analysis

The FAA considers the petitioner's proposal to be in the public interest for the same reasons as those previously stated by the petitioner, but must be limited to private use, not for hire, not for common carriage. Based on the proposed certification basis of this airplane, the petitioner has not made an acceptable case in which to allow the use of interior doors in part 135 commercial operations. This partial grant does not preclude the petitioner from re-petitioning at a later date provided they can show an acceptable level of safety for part 135 commercial operations.

As more transport-category airplanes have been configured (or re-configured) for private use, the FAA has given considerable attention to the issue of appropriate regulation of such airplanes. Some of the current regulations governing design certification of transport-category airplanes are not compatible with private use of such airplanes. Because of this, we have received a number of petitions for exemption from certain regulations. We have granted such exemptions when we find that to do so is in the public interest and does not adversely affect the level of safety provided by the regulations. The FAA published *Special Requirements for Private Use Transport Category Airplanes*, SFAR No. 109 (74 FR 21533, May 8, 2009), which significantly reduced the need for case-by-case review of individual petitions for exemption for private-use airplanes. This airplane cannot use SFAR No. 109 because this is a new type-certificate project, and the SFAR is applicable to amended type-certificate and supplemental type-certificate programs only.

The placement of interior doors is clearly quite significant to the owner/operator of the airplane. The flexibility to partition the airplane into individual rooms, such as private meeting rooms or bedrooms, is paramount to an acceptable interior. The availability of private meeting rooms and

bedrooms is essential. The FAA acknowledges the desirability of these features from the operator's point of view.

When the regulations pertaining to interior doors were adopted, they did not necessarily consider "rooms." They considered two possible types of interior doors in a passenger compartment. The first type is an interior door between passenger compartments. The second type is an interior door between the exit and the passenger compartment.

Until recently, only the first type of door was prohibited by 14 CFR 25.813(e). However, part 25, as amended by Amendment 25-116, prohibits interior doors between the exit and the passenger compartment. In addition, Amendment 121-306 prohibits these doors in airplanes manufactured after November 27, 2006, operated under 14 CFR part 121. Amendments 25-116 and 121-306, titled *Miscellaneous Cabin Safety Changes*, were published in the Federal Register on October 27, 2004.

Airplanes configured for private-use, not-for-hire, not-for-common carriage typically use any of five different categories of door in the passenger cabins:

Category 1 – A door in a room and the room is less than the full width of the airplane. An aisle is outside the room. This type of room may be occupied during taxi, takeoff, and landing, and only the occupants of the room must use the door to reach an exit.

Category 2 – A door in a room and that is the same as Category 1, except a single emergency exit or pair of emergency exits is within the room.

Category 3 – A door or doors in a compartment and the compartment is the full width of the airplane. Passengers are seated on both sides (fore and aft) of the door(s), and the main aisle leads out of, or passes through, the compartment. The compartment does not have emergency exits. This type of compartment may be occupied during taxi, takeoff, and landing with doors in the proper configuration.

Category 4 – A door in a room and the room is the full width of the airplane. Passengers are seated on both sides (fore and aft) of the door, and a pair of emergency exits is at one end of the room. This type of compartment may be occupied during taxi, takeoff, and landing with doors in the proper configuration.

Category 5 – A door in a room that may be the full width of the airplane. This type of room is not occupied during taxi, takeoff, and landing. This room is only occupied during flight. Passengers seated in taxi, takeoff, and landing seats must not need to pass through this door to get to any emergency exits.

Because not all interior doors between passenger compartments are equivalent, the FAA has determined that the following requirements will produce an adequate level of safety:

1. To maximize the level of safety, doors in Category 2, 3, or 4 installed across the main cabin aisle must open and close in a transverse direction. That is, the direction of motion of the door must be at a right angle to the longitudinal axis of the airplane. A "pocket door" is one example of such a design. This will tend to minimize the chance that the inertia forces of an accident could force the door closed.

2. Redundant means are necessary to latch doors open for taxi, takeoff, and landing. Each latching means must have the capability of retaining the door in the taxi, takeoff, and landing position under the inertia forces of § 25.561.

3. Each interior door must be frangible, in the event that it is jammed in the closed position in flight or during taxi, takeoff, or landing. Frangibility is intended to ensure that if a door is jammed closed, occupants can escape in either direction and emergency equipment can be moved. Frangibility may be demonstrated in either of the following ways:

    - A 5th percentile female can break through the door, creating a large enough opening that a 95th percentile (or larger) male can pass through. (See Advisory Circular 25-17A, *Transport Airplane Cabin Interiors Crashworthiness Handbook*, paragraph 43b(2)).

    - A 5th percentile female can break a hinge on the door or a hinge on a smaller door within the door such that the door can swing open, allowing a 95th percentile (or larger) male to pass through the opening with the door swung open. This evaluation must be made with any cabin furnishing or equipment installed that could limit the swing-arc of the door with furnishing or equipment placed in the most adverse position. In using this approach, one must consider the possibility that the door is physically jammed in the closed position by distortion of the fuselage or furnishings. This possibility must be considered even if the door normally translates into the open and closed positions.

4. Doors that fall into Category 1 must be in the open position during taxi, takeoff, and landing only when the room is occupied.

5. Doors that fall into Categories 2, 3, or 4 must be in the open position during taxi, takeoff, and landing, regardless of occupancy.

6. Doors that fall into Category 5 must be in the closed position during taxi, takeoff, and landing.

With respect to the possibility that a door remains closed when it should not be, we have determined that a higher level of awareness is required to address this issue. The petitioner's proposal to provide indication to the flight crew is considered adequate.

After considerable deliberation, the FAA concludes that installation of interior doors, with certain limitations, can be accepted. To maximize the level of safety, we require that certain limitations, including some proposed by the petitioner, be made mandatory to permit such

installations. As noted previously, precedents have been set for this decision and which apply to other private-use, not-for-hire, not-for-common-carriage airplanes.

The FAA's decision

In consideration of the foregoing, I find that a partial grant of exemption is in the public interest and will not adversely affect the level of safety provided by the regulations. Therefore, pursuant to the authority contained in 49 U.S.C. 40113 and 44701, delegated to me by the Administrator, I grant the petition of Learjet Inc. for an exemption from the requirements of 14 CFR 25.813(e) to allow installation of interior doors between passenger compartments and emergency exits on the Learjet Inc. Model LJ-200-1A10 airplane.

This exemption is subject to the following conditions, and limitation numbers 1, 2, 3, 4, 5, and 6 must be documented in the Limitations Section of the AFM:

1. The airplane must not be operated for hire or offered for common carriage. This provision does not preclude the operator from receiving remuneration to the extent consistent with 14 CFR parts 125 and 91, subpart F, as applicable.

2. Each door between passenger compartments must be frangible from both sides. A placard describing the frangibility procedure must be installed in a conspicuous location on both sides of the door.

3. Doors that fall into Category 1 must be latched in the open position during taxi, takeoff, and landing when the room is occupied. A placard requiring the door to be in the open position must be installed in a conspicuous position on both sides of the door.

4. Doors that fall into Categories 2, 3, or 4 must be latched in the open position during taxi, takeoff, and landing, regardless of occupancy of the room. A placard requiring the door to be in the open position must be installed in a conspicuous position on both sides of the door.

5. Doors that fall into Category 5 must be in the closed position during taxi, takeoff, and landing. A placard requiring the door to be in the closed position, and requiring the room to be vacant, must be installed in a conspicuous position on both sides of the door.

6. Appropriate procedures must be established to both signal the flightcrew in the event a door between passenger compartments is not in the proper position, and prohibit taxi, takeoff, or landing. Doors in Category 5 do not need to comply with this requirement. For Category 5 doors, placards located on or near the door, indicating that the door must be closed and the room must be vacant for taxi, takeoff, and landing, are acceptable.

7. Doors between passenger compartments must have dual means to retain them in the open position. Each means must be capable of withstanding the inertia loads specified in

§ 25.561. Doors in Category 5 do not need to comply with this requirement because they are required to be closed for taxi, takeoff, and landing.

Issued in Renton Washington, on December 11, 2012.

/s/ Ali Bahrami

Ali Bahrami
Manager, Transport Airplane Directorate
Aircraft Certification Service