

**Exemption No. 8814**

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

In the matter of the petition of

**Premier Air Center, Inc.**

for an exemption from § 25.813(e) of  
Title 14, Code of Federal Regulations

**Regulatory Docket No. FAA-2006-26213**

**GRANT OF EXEMPTION**

By letter dated October 19, 2006, Mr. Jeffrey Maszkiewicz, Director of Engineering, Premier Air Center, Inc., #2 Airline Court, East Alton, Illinois 62024, petitioned the Federal Aviation Administration (FAA) for an exemption from the requirements of § 25.813(e) of Title 14, Code of Federal Regulations (14 CFR). The proposed exemption, if granted, would permit relief from the requirement that prohibits the installation of interior doors between passenger compartments. The proposed exemption is specifically for the installation of an interior door on Dassault Aviation Mystere Falcon 900 and Falcon 900EX airplanes that have been designated as not operated for hire or offered for common carriage (commonly referred to as "private use").

**The petitioner requests relief from the following regulations:**

**Section 25.813(e), Amendment 25-46** - Prohibits installation of interior doors between passenger compartments.

**The petitioner's supportive information is as follows:**

Premier Air Center, Inc., is requesting relief from 14 CFR 25.813(e) to modify all Dassault Aviation Mystere-Falcon 900 and Falcon 900EX model aircraft. This relief is being sought because "private" areas in corporate aircraft have been and are continuing to be requested by a number of aircraft operators. The interior door modification on the Dassault Aviation Mystere-Falcon 900 and Falcon 900EX aircraft would be similar to other aircraft modified in the U.S.A. and abroad that offer this feature.

The FAA has previously granted exemptions to this regulation for the Dassault Aviation Mystere-Falcon 900 and Falcon 900EX (Exemptions No. 7590, 7668 and 8123) as well as several other models of private use aircraft with larger passenger capacity and more

complicated floor plans than the Dassault Aviation Mystere-Falcon 900 and Falcon 900EX. The level of safety that would result from this exemption would be consistent with other private use airplanes.

Whether or not operations are “scheduled,” this exemption will not permit fares to be collected in exchange for transportation. The airplane will not be used to transport the general public (common carriage) even if fares are not collected. This exemption, if granted, should not restrict one party from collecting fees from another party, as long as the airplane is operated for private use.

This petition recognizes that a cabin door (regardless of where it is located in relation to the emergency exits) must not prevent the crew from gaining access to the aft section of the cabin. The interior door could be unlocked or unlatched from either side without the use of tools, ensuring the door does not prevent access in any condition.

Premier Air Center, Inc. believes that the above arguments fully support an exemption to permit doors to be installed in partitions which divide the passenger cabin in Dassault Aviation Mystere-Falcon 900 and Falcon 900EX aircraft.

### **Public Interest**

In response to Exemption No. 7590 previously granted to Dassault Falcon Jet Corporation for Mystere-Falcon 900 and Falcon 900EX aircraft, the FAA acknowledged that while a grant of exemption is clearly in the interest of the segment of the public for which it is requested, the FAA agrees that the public at large has the potential to benefit by granting increased flexibility to the manufacture and modification of the Dassault Falcon Jet Airplane models Mystere Falcon 900-and Falcon 900EX.

Premier Air Inc.’s complete petition for exemption is available on the Department of Transportation’s docket website. Go to <http://dms.dot.gov>. The docket number is FAA-2006-26213. The petitioner’s complete supportive information is contained in its petition.

### **Public Comment**

A summary of this petition was not published in the Federal Register. The nature of this exemption is effectively identical to those of previous petitions for which there were no public comments received.

### **The FAA’s analysis/summary is as follows:**

As more and 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. Given this situation, the FAA has received a number of petitions for

exemption from certain regulations. The FAA has granted such exemptions when it finds that to do so is in the public interest and does not adversely affect the level of safety provided by the regulations. In the future, the FAA intends to propose regulations governing transport category airplanes in private use, obviating the need for case-by-case review of individual petitions for exemption.

The FAA considers the petitioner's proposal to be in the public interest. The use of doors to create separate "rooms" within the passenger cabin allows sensitive and important meetings to be conducted during air travel in a manner that would not be possible without the placement of doors between passenger areas. Such rooms allow efficient and safe carriage of heads of state and executives in a sought-for environment that would not be possible otherwise. For these reasons, there is considerable demand for this configuration of the passenger cabin for private use airplanes.

The smaller number of passengers in a private use jet allows the cabin crew to be familiar with the passengers. Given that this circumstance, as well as the limitations stated below, will ensure a minimal reduction in the level of safety if this petition is granted, for the reasons stated above, we find that granting this petition is in the public interest.

The petitioner requests an exemption from the interior doors between passenger compartments requirements of § 25.813(e) for a pocket door separating the forward and aft cabin of the airplane.

The flexibility to partition the airplane into individual rooms, such as private meeting rooms or bedrooms, is clearly quite significant to the owner/operator of the airplane. 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 an exit and the passenger compartment.

Until recently, only the first type of door was prohibited (reference § 25.813(e)). However, part 25, as amended by Amendment 25-116, now prohibits interior doors between an exit and the passenger compartment. In addition, Amendment 121-306 prohibits these doors in airplanes operated under 14 CFR part 121 that were manufactured after November 27, 2006. Amendments 25-116 and 121-306, titled "Miscellaneous Cabin Safety Changes," were published in the Federal Register on October 27, 2004 (69 FR 62778).

In terms of airplanes configured for private use, there are four different categories of doors in the passenger cabins.

**Category 1** — A door in a room that is less than the full width of the airplane. There will be an aisle on the outside of the room. This type of room may be occupied during

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 less than the full width of the airplane and the same as a Category 1 door except there is a single emergency exit or pair of emergency exits within the room.

**Category 3** — A door or doors in a room that is the full width of the airplane. There are passengers seated on both sides of the door(s) and the main aisle leads out of or passes through the room. The room does not have any emergency exits. This type of room may be occupied during takeoff and landing.

**Category 4** — A door in a room the full width of the airplane and the same as a Category 3 door except there is a pair of emergency exits at one end of the room. This type of room may be occupied during takeoff and landing.

After considerable deliberation, the FAA has concluded that, in regard to the installation of interior doors between passenger compartments, not all interior doors are equivalent. With respect to such interior doors, the FAA has determined that the following requirements will produce an adequate level of safety:

1. In order to maintain an acceptable 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 takeoff and landing. Each latching means must have the capability of retaining the door in the takeoff and landing position under the inertia forces of § 25.561.
3. Each interior door must be frangible, in case 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 break it open and escape in either direction and emergency equipment can be moved. Frangibility may be demonstrated in either of the following ways:
  - A 5<sup>th</sup> percentile female can break through the door, creating a large enough opening that a 95<sup>th</sup> percentile (or larger) male can pass through. (See Advisory Circular 25-17, “Transport Airplane Cabin Interiors Crashworthiness Handbook,” paragraph 43b(2)).
  - A 5<sup>th</sup> percentile female can break a hinge on the door or a hinge on a smaller door within the door so that the door can swing enough to allow a 95<sup>th</sup> (or larger) percentile male to pass through the opening with the door swung open. This

evaluation must be made with any cabin furnishing or equipment that could limit the swing arc of the door installed and then 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 which fall into Category 1 must be in the open position during taxi, takeoff and landing only when the room is occupied.
5. Doors which fall into Categories 2, 3, or 4 must be in the open position during taxi, takeoff and landing, regardless of occupancy.
6. With respect to the possibility that a door will remain closed when it should not be, the FAA has determined that a higher level of awareness is required to address this issue. Due to the relative complexity of the cabin interior, the FAA has determined that inspection by flight attendants prior to takeoff and landing is not sufficient to verify that interior doors are in the proper position. Consequently, some type of remote indication is considered necessary. The petitioner's proposal to provide remote indication to the flightcrew is considered adequate.

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in § 49 U.S.C. §§ 40113 and 44701, delegated to me by the Administrator, Premier Air Center, Inc. is granted an exemption from 14 CFR 25.813(e), Amendment 25-46. The petition is granted to the extent necessary to allow Premier Air Center, Inc. to install an interior door on private use Dassault Aviation Mystere Falcon 900 and Falcon 900EX airplanes. The exemption allows interior doors to be installed between passenger compartments. This exemption is subject to the following conditions. Provisions 1 and 5 must be documented as operating limitations in the Limitations section of the Airplane Flight Manual.

1. The airplane is not 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.
3. Doors that fall into Category 1 must be in the open position during taxi, takeoff and landing only when the room is occupied or when passengers must pass through the room to reach an emergency exit.
4. Doors that fall into Categories 2, 3, or 4 must be in the open position during taxi, takeoff and landing, regardless of occupancy.
5. Each door between passenger compartments must have a means to signal to the flightcrew when the door is closed. Appropriate procedures/limitations must be

established to ensure that takeoff and landing is prohibited when such compartments are occupied and the door is closed.

6. Doors between passenger compartments must have dual means to retain them in the open position, each of which means must be capable of withstanding the inertia loads specified in § 25.561.
7. Doors in Categories 2, 3, or 4, which are installed across a longitudinal aisle, must translate laterally to open and close.

Issued in Renton Washington, on December 28, 2006.

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Ali Bahrami  
Manager  
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