

This explanatory note to EASA TCDS A.155 was created to publish selected special conditions, deviations or equivalent safety findings that are part of the applicable Certification Basis.

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**Falcon 7X Deviation D-14**

**SUBJECT:** Door between passenger compartments  
**CATEGORY:** Deviation  
**REQUIREMENTS:** JAR 25.813(e)  
**ADVISORY MATERIAL:** None

In replacement of JAR 25.813(e) the following applies:

- (a) The door between passenger compartments must be frangible. The frangible part of the door may be limited to the blow-out portion of the door for decompression. Frangibility should be tested using the 5%ile female and the resulting aperture demonstrated to be large enough for a 95%ile male to escape.
- (b) The door between passenger compartments must have dual means to retain it in the open position, each of which is capable of reacting the inertia loads specified in JAR 25.561.
- (c) In case of public transportation, the use of a door between passenger compartments is not acceptable. If the door remains installed, a separate feature must be installed to block the door in the open position. Setting of the blocked open configuration must be a duly documented maintenance action requiring the use of specific tools. It should be reminded that, in blocked open position, the door becomes part of the aircraft structure and shall therefore comply with all pertinent regulations.
- (d) The door between passenger compartments must have a means to signal to the flight crew in a timely manner when the cabin door(s) is (are) not latched open. Appropriate procedures/limitations to ensure that take-off and landing is prohibited, when any such door is not in the proper take-off and landing configuration, must be established.
- (e) The door between passenger compartments must be operable from either side and if a latch is installed, it must be capable of being unlatched from either side without the aid of any tool.
- (f) When the door installed between the passenger compartments create areas which may be isolated and unoccupied in flight, a smoke or fire detection system(s) must be provided that monitors each area. It must be demonstrated that each system(s) provide a visual indication to the flight deck within one minute after the start of a fire.  
An alternative and acceptable means of compliance is to introduce a procedure (and associated placards) asking the door between passenger compartments to remain open each time a passenger compartment is empty.
- (g) A supplement to the Aeroplane Flight Manual shall be developed containing:
  - 1) instruction on the door operation, including its frangibility feature;
  - 2) a limitation specifying that the door shall be blocked in open position in the specific case of public transportation;
  - 3) the briefing shall include the information from the AFM Supplement required at (g)(1) above.