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**AEROSPACE
 RECOMMENDED PRACTICE**

ARP 807

FLIGHT DECK INTERIOR DOORS AND THEIR OPERATION

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 Revised

1. **PURPOSE** - The purpose of this Aerospace Recommended Practice is to provide recommendations which will lead to the standardization of flight deck interior doors and their operation in all transport aircraft by establishing design criteria which will provide optimum use under normal and emergency conditions.
2. **DEFINITION** - The flight deck interior door is that door which connects the flight deck area with any cabin area or area leading to any cabin area, whether passenger or cargo, and does not include any door leading from the flight deck directly to the outside of the aircraft.
3. **DETAIL RECOMMENDATIONS**
 - 3.1 The dimensions of the flight deck interior door shall be such as to permit passage of the 95 percentile person carrying or wearing necessary emergency survival equipment, and should be at floor level and have a minimum clear opening of 20 inches wide and 74 inches high.
 - 3.2 The method of operation of the door release should be a single obvious motion in a single plane (in the case of a knob, it should operate either clockwise or counter-clockwise).
 - 3.3 The flight deck interior door should be located and have a direction of operation so as not to impede or block passage to other exits during emergency evacuation or interfere with use of emergency equipment such as axes, fire extinguishers, etc.
 - 3.4 There shall be no interference with operation of the flight deck interior door by any other component of the aircraft when positioned for normal operation.
 - 3.5 Positive means, capable of withstanding a 9g ultimate force acting in any direction, shall be provided to secure the door in an open position.
 - 3.6 Means shall be provided to lock and unlock the door from the flight deck side without the use of a key.
 - 3.7 The door should be capable of being unlocked from outside the flight deck with a key or other suitable means.
 - 3.8 The door release should "unlock" the door when operated normally from the flight deck side; however, the door should automatically relock when closed again. Means should be provided to select the automatic lock feature either "on" or "off".
 - 3.9 Operation of the door release should be normal and natural, regardless of aircraft attitude (inverted, on either side, etc.)

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