



AEROSPACE RECOMMENDED PRACTICE

ARP499™

REV. D

Issued 1958-07
Reaffirmed 2007-04
Stabilized 2013-09
Revised 2026-01

Superseding ARP499C

(R) Interior Doors

RATIONALE

The SAE Aerospace Recommended Practice (ARP) is intended to provide recommendations which will lead to the standardization of interior door design and operation in all transport aircraft. This recommended practice has been revised to update the requirements in line with EASA CS Appendix S S25.10 and the existing FAA exemptions.

1. SCOPE

The purpose of this SAE Aerospace Recommended Practice (ARP) is to provide recommendations which will lead to the standardization of interior door design and operation in all transport aircraft. Interior doors are broadly classified into two main categories which include egress path doors and non-egress path doors. The scope of this ARP does not include crew rest doors, secondary barriers to the flight deck, or doors incorporated in furniture surrounding passenger seats as defined in AS6960.

2. REFERENCES

2.1 Applicable Documents

The following publications form a part of this document to the extent specified herein. The latest issue of SAE publications shall apply. The applicable issue of other publications shall be the issue in effect on the date of the purchase order. In the event of conflict between the text of this document and references cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

2.1.1 SAE Publications

Available from SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, Tel: 1-877-606-7323 (U.S. and Canada only) or 1-724-776-4970 (outside U.S. and Canada), www.sae.org.

ARP577 Emergency, Instruction, and Information Placards - Internal and External

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For more information on this standard, visit
<https://www.sae.org/standards/content/ARP499D/>

Documents

Standard, visit Sharing Hub

2.1.2 FAA Publications

Available from Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, Tel: 866-835-5322, www.faa.gov and <https://hf.tc.faa.gov>.

AC 25-17A Change 1 Transport Airplane Cabin Interiors Crashworthiness Handbook

HF-STD-001 Human Factors Design Standard

2.1.3 Code of Federal Regulations (CFR) Publications

Copies of these documents are available online at www.ecfr.gov.

14 CFR Part 25 Airworthiness Standards: Transport Category Airplanes

14 CFR Part 91 General Operating and Flight Rules

14 CFR Part 121 Certification and Operations: Domestic, Flag, Supplemental Air Carriers and Commercial Operators of Large Aircraft

14 CFR Part 135 Operating Requirements: Commuter and on Demand Operations and Rules Governing Persons on Board Such Aircraft

2.1.4 EASA Publications

Available from European Union Aviation Safety Agency, Konrad-Adenauer-Ufer 3, D-50668 Cologne, Germany, Tel: +49 221 8999 000, www.easa.europa.eu.

CS-25 EASA Certification Specifications for Large Aeroplanes

CS-25 Book 2 Acceptable Means of Compliance – AMC – Subpart D

CM-S-009 Issue 01 Loading Conditions for Occupant Safety in Cabin Interiors

2.2 Definitions

AFM(S): Aircraft Flight Manual (Supplement)

CLOSED: The position of the door designed to prevent passage.

EMERGENCY PASSAGE FEATURE (EPF): A feature that can be utilized to create an opening to access the other side of the door, when the door may be stuck in the closed position. Examples include a frangible design or removeable panel.

EGRESS PATH DOORS: Interior doors which passengers, seated for taxi, takeoff, and landing, pass through to access any emergency exit.

INTERIOR DOOR: A door that separates/divides cabin compartments. Solid doors or fabric diaphragm contained in a solid frame are considered doors, however a fabric curtain is not considered a door.

NON-EGRESS PATH DOORS: Interior doors which passengers, seated for taxi, takeoff, and landing, do not need to pass through to access any emergency exit.

OPEN: The position of the door designed to permit passage.