

*Special Condition No. 3*

This special condition requires that each evacuation route must be designed and procedures specified to allow for removal of an incapacitated person from the crew rest compartment to the main deck. Additional assistants to evacuate an incapacitated person may ascend up to one half the elevation change from the main deck to the overhead compartment, or to the first landing, whichever is lower. This special condition allows for five passenger seats to be emptied for the purpose of demonstrating evacuation of an incapacitated person, where the escape route is over seats.

*Special Condition No. 4*

This special condition requires the provision of exit signs, placards for evacuation routes, illumination for signs, placards and door handles. This special condition allows for exit signs with a reduced background area to be used. The material surrounding the sign must be light in color to more closely match and enhance the illuminated background of the sign that has been reduced in area (letter size stays the same). These reduced background area signs have been allowed under previous equivalent levels of safety for small transport executive jets.

*Special Condition No. 5*

This special condition requires an emergency lighting system to prevent the occupants from being isolated in a dark area due to loss of the normal crew rest compartment lighting. The emergency lighting must be activated under the same conditions as the main deck emergency lighting system.

*Special Condition No. 6*

This special condition requires a two-way voice communications and public address speaker(s) to alert the occupants to an in-flight emergency. Also required is a system to alert the occupants of the overhead crew rest compartment in the event of decompression and to don oxygen masks.

*Special Condition No. 7*

This special condition requires occupants of each overhead crew rest to be informed of an emergency situation via emergency alarm means, use of the public address system, or crew interphone system. Also, power is to be maintained to the emergency alarm system for a specific duration after certain failures.

*Special Condition No. 8*

This special condition requires a means that is readily detectable by

seated or standing occupants of the overhead crew rest compartment to indicate when seat belts should be fastened. The requirement for visibility of the sign by standing occupants may be met by a general area sign that is visible to occupants standing in the main floor area or corridor of the crew rest compartment. It would not be essential that the sign be visible from every possible location in the crew rest compartment. However, the sign should not be remotely located or located where it may be easily obscured.

*Special Condition No. 9*

This special condition requires the overhead crew rest compartment, which is remotely located from the passenger cabin, to be equipped with these tools specified to fight a fire should a fire occur: a hand-held fire extinguisher, protective breathing equipment (PBE), and a flashlight.

This requirement has been modified from previously issued Special Conditions No. 25–192–SC to clarify how it should be interpreted relative to the requirements of § 25.1439(a). Amendment 25–38 modified the requirements of § 25.1439(a) by adding, “In addition, protective breathing equipment must be installed in each isolated separate compartment in the airplane, including upper and lower lobe galleys, in which crewmember occupancy is permitted during flight for the maximum number of crewmembers expected to be in the area during any operation.” The requirements of § 25.1439(a) apply to the overhead crew rest compartment, which is an isolated separate compartment. However, the PBE requirements for isolated separate compartments of § 25.1439(a) are not appropriate because the overhead crew rest compartment is novel and unusual in terms of the number of occupants. In 1976 when Amendment 25–38 was adopted, underfloor galleys were the only isolated compartments that had been certificated with a maximum of two crewmembers expected to occupy those galleys. Special Condition No. 9 addresses overhead crew rest compartments that can accommodate up to 12 crewmembers. This large number of occupants in an isolated compartment was not envisioned at the time Amendment 25–38 was adopted. In the event of a fire, the occupant’s first action should be to leave the confined space, unless the occupant(s) is fighting the fire. It is not appropriate for all overhead crew rest compartment occupants to don PBE. Taking the time to don the PBE would prolong the time for the occupant’s emergency

evacuation and possibly interfere with efforts to extinguish the fire.

*Special Condition No. 10*

This special condition requires a smoke detection system and appropriate warnings since the overhead crew rest compartment is remotely located from the main passenger cabin and will not always be occupied. The smoke detection system must be capable of detecting a fire in each occupiable area of the compartment created by the installation of a curtain or door.

*Special Condition No. 11*

This special condition requires the overhead crew rest compartment to be designed such that fires within the compartment can be controlled without having to enter the compartment; or, the design of the access provisions must allow crew equipped for firefighting to have unrestricted access to the compartment. The time for a crewmember on the main deck to react to the fire alarm, to don the firefighting equipment, and to gain access must not exceed the time for the crew rest compartment to become smoke filled, making it difficult to locate the fire source.

*Special Condition No. 12*

This special condition requirement concerning fires within the compartment was developed for, and applied to, lower lobe crew rest compartments in Boeing Model 777–200 and –300 series airplanes. It was not applied to the overhead crew rest compartment in earlier certification programs such as the Boeing Model 747 airplanes. The Model 747 special conditions were issued before the new flammability requirements were developed. This requirement originated from a concern that a fire in an unoccupied overhead crew rest compartment could spread into the passenger compartment or affect other vital systems, before it could be extinguished. This special condition would require either the installation of a manually activated fire containment system that is accessible from outside the overhead crew rest compartment, or a demonstration that the crew could satisfactorily perform the function of extinguishing a fire under the prescribed conditions. A manually activated built-in fire extinguishing system would be required only if a crewmember could not successfully locate and extinguish the fire during a demonstration where the crewmember is responding to the alarm.

The overhead crew rest compartment smoke or fire detection and fire