

ARAC - Support Regulatory Reform of Aviation Regulations Tasking – Phase 2

Proposal Submitted by: GAMA

For Questions, Contact: Walter Desrosier

Regulation & Title

14 CFR Part 25 Airworthiness Standards: Transport Category Airplanes, Special Federal Aviation Regulation No. 109 (SFAR 109) Certification of Business Aircraft Interiors

Existing Regulation Text

Ref. Part 25 SFAR 109 subparagraphs 1-16

<https://www.ecfr.gov/cgi-bin/text-idx?SID=df786be0253b5df6536aa6ec817d2616&mc=true&node=pt14.1.25&rgn=div5#ap14.1.25.2>

Ref. EASA CS-25 Amendment 19

<https://www.easa.europa.eu/document-library/certification-specifications/cs-25-amendment-19>

...

Why is this rule on the list?

b) Are outdated, unnecessary or ineffective;

- *SFAR 109 was intended to establish airworthiness standards appropriate for the operational safety of business aircraft interior configurations which are different than traditional airline rows of passenger seating. However, the SFAR's private use limitation for business aircraft interior configurations are ineffective, outdated, and inconsistent with current certified configurations, management and use of business jet aircraft. As a result, the SFAR 109 provisions are not being utilized by industry which means the intended efficiency and safety benefits envisioned when originally promulgated are not being realized by neither industry, operators or FAA.*
- *FAA and industry continue to experience significant resource and cost burden and limitations on aircraft configurations due to application of part 25 standards which primarily focus on typical airliner rows of seats and are inappropriate for business aircraft interior configurations which therefore require exemptions, special conditions and/or result in competitive disadvantage to business aircraft configurations type certificated in other countries.*

c) Impose costs that exceed benefits; or

- *The 2007 FAA NPRM regarding SFAR 109 indicated the use of SFAR 109 which established airworthiness standards appropriate for typical business aircraft interior configurations could amount to about \$725,000 of savings per airplane. In addition, the NPRM stated that it was expected that industry completion centers and the FAA would achieve significant time and cost savings if the SFAR 109 standards were selected by the applicant. Unfortunately, these envisioned and intended cost benefits are not being realized by neither industry nor FAA due to the fact that FAA elected to add a private use limitation as a requirement for using SFAR 109.*

Part 25 Special Federal Aviation Regulation (SFAR) 109 – Certification of Business Aircraft Interiors

- *Absent any action, it is likely that there will be a continuous increase in cost and use of resources to administer additional special conditions, exemption requests, and issue papers that would also continue to divert FAA resources from more critical issues.*

d) *Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies*

- *EASA recently published CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations for commercial and private operations. Global business aircraft manufacturer community (including all US airplane manufacturers) and FAA participated in the EASA rulemaking drafting group which developed the recommended rule change which was largely based on FAA SFAR 109 and promulgated and adopted by EASA as CS 25-19 for all business aircraft operations (i.e. not limited to private-use only).*
- *If FAA does not adopt similar business aircraft airworthiness standards, lack of harmonization with EASA will put US manufacturers and US business aircraft charter operators at a significant competitive dis-advantage in the global marketplace.*

Proposed Action (Repeal/Replace/Modify)

Removal of SFAR private use limitation and modify corresponding part 25 regulations to harmonize with EASA CS 25 Amendment 19 which establishes appropriate airworthiness standards for business aircraft interior configurations in commercial and private operations based on recommendations of an EASA/FAA/industry drafting group.

Proposed Change (Include specific regulatory text edits if appropriate – Replace or Modify proposals)

See Attachment 1 for additional information regarding specific regulatory proposals for replace or modify text for the following sections:

Summary		
SFAR 109 & Part 25.xx	Contrary provisions of part 25 for business aircraft interior configurations	Removal of SFAR private use limitation and modify corresponding part 25 regulations to harmonize with EASA CS 25 Amendment 19 which establishes appropriate airworthiness standards for business aircraft interior configurations in commercial and private operations based on recommendations of an EASA/FAA/industry drafting group.
Proposed Regulatory Sections / Paragraphs		
SFAR 109(2)(b) & 91.533(b) & 25.853 & 25.803	General (Flight attendant requirement for interior doors)	Recommend removing requirement for flight attendant and to harmonize with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(2)(d) Parts 125 and 91, subpart F	General (AFM requirement to indicate Private use limitation)	Recommend removing the private use limitation from SFAR 109 (as well as requirement for operating limitation in AFM) and to harmonize with EASA CS25-Amendment 19 which permits commercial use.
SFAR 109(2)(e) & Parts 125 and 91, subpart F	General (Placard Requirement)	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(2)(f) & 25.803 & Appendix J	General (Evacuation analysis requirement specific to 45 to 60 passengers)	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.

Part 25 Special Federal Aviation Regulation (SFAR) 109 – Certification of Business Aircraft Interiors

SFAR 109(2)(g)	General (Private use limitation)	Recommend removing the private use limitation from SFAR 109 and to harmonize with EASA CS25-Amendment 19 which permits commercial use.
SFAR 109(4)(a) & 25.785(j)	Firm Handhold	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(4)(b) & 25.562	Injury Criteria for multiple occupancy side facing seats	Special Conditions and existing P 25 should address side facing seats as they are not/ will not always be unique to business aircraft. Can be combined with an existing rule in P25
SFAR 109(4)(c) & 25.562(b)(1)	Verticle test	Special Conditions, policy, guidance, industry standards shoud support identify specitic ATDs
SFAR 109(5) & 25.785(h)(2)	Flt. Attndnt. Direct View	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(6) & 25.785(h)(2)	Passenger Information Signs	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(7) & 25.807(f)(4)	Distance Between Exits	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(8) & 25.812(b)(1)	Emergency Exit Signs	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(9)(a) & 25.812(b)(1)	Emergency Lighting (Exit Signs)	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(9)(b) & 25.812(e)(1)	Emergency Lighting (Floor Proximity Escape Path Markings)	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109 (9)(c) & 25.812(l)	Emergency Lighting (Transverse Separation of the Fuselage)	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(10) & 25.813(e)	Interior Doors	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(11) & 25.815	Width of Aisle	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(12) & 25.853	Materials for Compartment Interiors	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(13) & 25.858(a-d)	Fire Detection	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(14) & 25.853 & Appendix F (Various sub parts)	Cooktops	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.
SFAR 109(15) & 25.851	Hand-held Fire Extinguishers	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.

Rationale – Context of Regulation and proposed change

The recent publication of EASA’s CS-25 Amendment 19 establishes appropriate certification specifications / airworthiness standards for executive or business aircraft cabin interior configurations to be operated in commercial and/or private use. The publication CS-25 amendment 19 provides appropriate and proportional certification standards consistent with the FAA’s safety continuum and compliance philosophy for aircraft with executive or business interiors as compared with the current FAA part 25 and SFAR 109 regulations. In particular, the EASA amendment 19 to CS-25 does not require a private use limitation which is continstent with how business aircraft are operated throughout their lifycycle and therefore establishes airworthiness standards which are practical and applicable to current aircraft and operations.

FAA promulgated SFAR 109 in 2009 and participated in the EASA rulemaking drafting group which resulted in EASA CS-25 Amendment 19 promulgated in 2016-17 to better reflect current business aircraft operations and establishment of appropriate standards for business aircraft cabin interior configurations. During the EASA rulemaking drafting group activities, FAA indicated its intention to promulgate a US rulemaking to remove the private use limitation of SFAR 109 and propose to harmonize airworthiness standards as appropriate.

Therefore, the recommendation is for the removal of SFAR private use limitation and modify corresponding part 25 regulations to harmonize with EASA CS 25 Amendment 19 which establishes appropriate airworthiness standards for business aircraft interior configurations in commercial and private operations based on recommendations of an EASA/FAA/industry drafting group.

Rationale – Associated Cost Information

The FAA issued the SFAR 109 NPRM (reference link below) stating the benefits of this rulemaking, for applicants who select the proposal, are a reduction in the time and costs of the cabin certification process for transport category, private use airplanes. These time and cost savings to airplane purchasers could amount to about \$725,000 per airplane certificated under this proposal. In addition, it is expected that the completion centers and the FAA would obtain cost and time savings if the proposal were selected by the applicant.

Ultimately the private use limitation of the SFAR proved to be too restrictive. Since the publication of the SFAR 109 in 2009, in large part, applicants continued to rely on repetitive exemptions and special conditions. As a result, the intended efficiency, cost savings, and safety benefits envisioned when originally promulgated are not being realized.

SFAR 109 NPRM REF <https://www.gpo.gov/fdsys/pkg/FR-2007-07-13/pdf/E7-13582.pdf>

EASA’s NPRM regarding CS-25 amendment 19 (Appendix S) indicated that if more proportional certification specifications were not developed, industry and the authority could expect to see continued increases in cost and resources.

“If CS-25 is not amended as proposed, there will be a continuous increase in cost and time of the certification process for large aeroplanes fitted with executive interiors. The Agency and the applicants would have to administer additional CRIs that would continue to divert all stakeholder’s resources from more critical issues.”

EASA CS-25 Amendment 19 (Executive interiors proposal) REF: <https://www.easa.europa.eu/document-library/rulemaking-subjects/executive-interiors-accommodation>

Attachment 1: Part25-SFAR109-Business-Interior-Proposed-Rule-Changes.pdf



Part25-SFAR109-Bu
siness-Interior-Propo

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Repeal/Modify)	Proposed Change	Rationale
SFAR 109 & Part 25.xx (shaded rows below provide specific regulatory paragraphs)	Contrary provisions of part 25 for business aircraft interior configurations	https://www.ecfr.gov/cgi-bin/text-idx?SID=5596c154e102eb89e0cd7f30eafdb4a&mc=true&node=pt14.1.25&rgn=div5#ap14.1.25.2	b, c & d	Repeal SFAR & Modify part 25 paragraphs	Removal of SFAR private use limitation and modify corresponding part 25 regulations to harmonize with EASA CS 25 Amendment 19 which establishes appropriate airworthiness standards for business aircraft interior configurations in commercial and private operations based on recommendations of an EASA/FAA/industry drafting group.	Private use limitation for business aircraft interior configurations is inconsistent with current management and use of business jet aircraft so the SFAR 109 provisions are not used which means the intended efficiency and safety benefits envisioned when promulgated are not being realized. FAA and industry continue to experience significant resource and cost burden and limitations on aircraft due to application of part 25 standards which primarily focus on typical airliner rows of seats and are inappropriate for business aircraft interior configurations. Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations for commercial and private operations based on recommendations of an EASA/FAA/industry drafting group. does not require flight attendants for commercial use in similar types of operations and conditions. Lack of harmonization puts US manufacturers at a significant competitive disadvantage in the global market.
SFAR 109(2)(b) & 91.533(b) & 25.853 & 25.803	General (Flight attendant requirement for interior doors)	SFAR 109 (2)(b) - For airplanes outfitted with interior doors under paragraph 10 of this SFAR, the airplane flight manual (AFM) must include an appropriate limitation that the airplane must be staffed with at least the following number of flight attendants who meet the requirements of 14 CFR 91.533(b)	b, c & d	Repeal SFAR & Modify 25.xx	Recommend removing requirement for flight attendant and to harmonize with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(2)(d) Parts 125 and 91, subpart F	General (AFM requirement to indicate Private use limitation)	SFAR 109 (2)(d) - The airplane may not be offered for common carriage or operated for hire. The operating limitations section of the AFM must be revised to prohibit any operations involving the carriage of persons or property for compensation or hire. The operators may receive remuneration to the extent consistent with parts 125 and 91, subpart F, of this chapter.	b & d	Repeal	Recommend removing the private use limitation from SFAR 109 (as well as requirement for operating limitation in AFM) and to harmonize with EASA CS25-Amendment 19 which permits commercial use.	Private use limitation for business aircraft interior configurations is inconsistent with current management and use of business jet aircraft... (see above)
SFAR 109(2)(e) & Parts 125 and 91, subpart F	General (Placard Requirement)	SFAR 109 (2)(d) - A placard stating that "Operations involving the carriage of persons or property for compensation or hire are prohibited," must be located in the area of the Airworthiness Certificate holder at the entrance to the flightdeck	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations for commercial and private operations based on recommendations of an EASA/FAA/industry drafting group. does not require flight attendants for commercial use in similar types of operations and conditions.
SFAR 109(2)(f) & 25.803 & Appendix J	General (Evacuation analysis requirement specific to 45 to 60 passengers)	SFAR 109 (2)(f) For passenger capacities of 45 to 60 passengers, analysis must be submitted that demonstrates that the airplane can be evacuated in less than 90 seconds under the conditions specified in §25.803 and appendix J to part 25	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(2)(g)	General (Private use limitation)	SFAR 109 2(g) In order for any airplane certified under this SFAR to be placed in part 135 or part 121 operations, the airplane must be brought back into full compliance with the applicable operational part.	b & d	Repeal	Recommend removing the private use limitation from SFAR 109 and to harmonize with EASA CS25-Amendment 19 which permits commercial use.	Private use limitation for business aircraft interior configurations is inconsistent with current management and use of business jet aircraft... (see above)
SFAR 109(4)(a) & 25.785(j)	Firm Handhold	SFAR 109 (4)(a) - Firm Handhold. In lieu of the requirements of §25.785(j), there must be means provided to enable persons to steady themselves in moderately rough air while occupying aisles that are along the cabin sidewall, or where practicable, bordered by seats (seat backs providing a 25-pound minimum breakaway force are an acceptable means of compliance).	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(4)(b) & 25.562	Injury Criteria for multiple occupancy side facing seats	SFAR 109 (4)(b) - Injury criteria for multiple occupancy side-facing seats. The following requirements are only applicable to airplanes that are subject to §25.562	b & d	Repeal SFAR & Modify 25.xx	Special Conditions and existing P 25 should address side facing seats as they are not/ will not always be unique to business aircraft. Can be combined with an existing rule in P25	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(4)(c) & 25.562(b)(1)	Verticle test	SFAR 109 (4)(c) - For the vertical test, conducted in accordance with the conditions specified in §25.562(b)(1), Hybrid II ATDs or equivalent must be used in all seat positions	b & d	Repeal	Special Conditions, policy, guidance, industry standards should support identify specific ATDs	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(5) & 25.785(h)(2)	Flt. Attndnt. Direct View	In lieu of the requirements of §25.785(h)(2), to the extent practical without compromising proximity to a required floor level emergency exit, the majority of installed flight attendant seats must be located to face the cabin area for which the flight attendant is responsible.	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)

SFAR 109(6) & 25.785(h)(2)	Passenger Information Signs	Compliance with §25.791 is required except that for §25.791(a), when smoking is to be prohibited, notification to the passengers may be provided by a single placard so stating, to be conspicuously located inside the passenger compartment, easily visible to all persons entering the cabin in the immediate vicinity of each passenger entry door.	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(7) & 25.807(f)(4)	Distance Between Exits	For an airplane that is required to comply with §25.807(f)(4), in effect as of July 24, 1989, which has more than one passenger emergency exit on each side of the fuselage, no passenger emergency exit may be more than 60 feet from any adjacent passenger emergency exit on the same side of the same deck of the fuselage, as measured parallel to the airplane's longitudinal axis between the nearest exit edges, unless the following conditions are met:...	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(8) & 25.812(b)(1)	Emergency Exit Signs	In lieu of the requirements of §25.811(d)(1) and (2) a single sign at each exit may be installed provided: (a) The sign can be read from the aisle while directly facing the exit, and (b) The sign can be read from the aisle adjacent to the passenger seat that is farthest from the exit and that does not have an intervening bulkhead/divider or exit.	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(9)(a) & 25.812(b)(1)	Emergency Lighting (Exit Signs)	In lieu of the requirements of §25.812(b)(1), for airplanes that have a passenger seating configuration, excluding pilot seats, of 19 seats or less, the emergency exit signs required by §25.811(d)(1), (2), and (3) must have red letters at least 1-inch high on a white background at least 2 inches high. These signs may be internally electrically illuminated, or self illuminated by other than electrical means, with an initial brightness of at least 160 microlamberts. The color may be reversed in the case of a sign that is self-illuminated by other than electrical means.	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(9)(b) & 25.812(e)(1)	Emergency Lighting (Floor Proximity Escape Path Markings)	In lieu of the requirements of §25.812(e)(1), for cabin seating compartments that do not have the main cabin aisle entering and exiting the compartment, the following are applicable: (1) After a passenger leaves any passenger seat in the compartment, he/she must be able to exit the compartment to the main cabin aisle using only markings and visual features not more than 4 feet above the cabin floor, and (2) Proceed to the exits using the marking system necessary to accomplish the actions in §25.812(e)(1) and (e)(2).	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(9)(c) & 25.812(l)	Emergency Lighting (Transverse Separation of the Fuselage)	In the event of a transverse separation of the fuselage, compliance must be shown with §25.812(l) except as follows: (1) For each airplane type originally type certificated with a maximum passenger seating capacity of 9 or less, not more than 50 percent of all electrically illuminated emergency lights required by §25.812 may be rendered inoperative in addition to the lights that are directly damaged by the separation. (2) For each airplane type originally type certificated with a maximum passenger seating capacity of 10 to 19, not more than 33 percent of all electrically illuminated emergency lights required by §25.812 may be rendered inoperative in addition to the lights that are directly damaged by the separation.	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations for commercial and private operations based on recommendations of an EASA/FAA/industry drafting group. does not require flight attendants for commercial use in similar types of operations and conditions.
SFAR 109(10) & 25.813(e)	Interior Doors	In lieu of the requirements of §25.813(e), interior doors may be installed between passenger seats and exits, provided the following requirements are met:...	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations for commercial and private operations based on recommendations of an EASA/FAA/industry drafting group. does not require flight attendants for commercial use in similar types of operations and conditions.
SFAR 109(11) & 25.815	Width of Aisle	Compliance is required with §25.815, except that aisle width may be reduced to 0 inches between passenger seats during in-flight operations only, provided that the applicant demonstrates that all areas of the cabin are easily accessible by a crew member in the event of an emergency (e.g., in-flight fire, decompression). Additionally, instructions must be provided at each passenger seat for restoring the aisle width required by §25.815. Procedures must be established and documented in the AFM to ensure that the required aisle widths are provided during taxi, takeoff, and landing.	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations for commercial and private operations based on recommendations of an EASA/FAA/industry drafting group. does not require flight attendants for commercial use in similar types of operations and conditions.

SFAR 109(12) & 25.853	Materials for Compartment Interiors	Compliance is required with the applicable provisions of §25.853, except that compliance with appendix F, parts IV and V, to part 25, need not be demonstrated if it can be shown by test or a combination of test and analysis that the maximum time for evacuation of all occupants does not exceed 45 seconds under the conditions specified in appendix J to part 25.	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(13) & 25.858(a-d)	Fire Detection	For airplanes with a type certificated passenger capacity of 20 or more, there must be means that meet the requirements of §25.858(a) through (d) to signal the flightcrew in the event of a fire in any isolated room not occupiable for taxi, takeoff and landing, which can be closed off from the rest of the cabin by a door. The indication must identify the compartment where the fire is located. This does not apply to lavatories, which continue to be governed by §25.854.	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(14) & 25.853 & Appendix F (Various sub parts)	Cooktops	Each cooktop must be designed and installed to minimize any potential threat to the airplane, passengers, and crew. Compliance with this requirement must be found in accordance with the following criteria:...	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)
SFAR 109(15) & 25.851	Hand-held Fire Extinguishers	For airplanes that were originally type certificated with more than 60 passengers, the number of hand-held fire extinguishers must be the greater of— (1) That provided in accordance with the requirements of §25.851, or (2) A number equal to the number of originally type certificated exit pairs, regardless of whether the exits are deactivated for the proposed configuration. (b) Extinguishers must be evenly distributed throughout the cabin. These extinguishers are in addition to those required by paragraph 14 of this SFAR, unless it can be shown that the cooktop was installed in the immediate vicinity of the original exits.	b & d	Repeal SFAR & Modify 25.xx	Recommend Harmonization with EASA CS25-Amendment 19 by including revised language in existing Part 25.	Harmonization with EASA CS 25-19 amendment 19 which established appropriate airworthiness standards for business aircraft interior configurations... (see above)