

208. AIR CARRIER OPERATIONS BULLETIN NO. 1-94-7

**ROUTINE OPENING/CLOSING OF DOORS
ON WIDE-BODIED JETS**

(Formerly Air Carrier Operations Bulletin No. 1-76-3).

A routine investigation of a passenger complaint revealed that a person seated next to door 2L used as a boarding entrance on certain DC-10 aircraft could receive possible injury during the closing of the door if adequate protection is not provided.

- a. One DC-10 operator who uses door/exit 2L for routine boarding has a seating arrangement whereby the seat adjacent to the door is unprotected. The operator, therefore, instituted a policy whereby the passenger is asked to stand during opening/closing of the door.
- b. A possible safety hazard may also exist at doors 2L and 2R with respect to the protrusions presented by the manual lift bar and evacuation slide container. This arrangement can present a possible problem to the occupant if an excessive forward force is experienced and contact is made with the slide container. Additionally, due to the limited space, a definite hazard could be imposed upon passengers occupying these seats when attempting to assume a brace position under emergency conditions.
- c. It is recommended that each principal operations inspector (POI) review the seating arrangements on all wide-bodied aircraft operated by their assigned operators and determine if the operators' procedures provide adequate protection against possible injury when seating arrangements such as mentioned above are involved.