

U.S. Department
of Transportation
**Federal Aviation
Administration**

Subject: INFORMATION: Policy Statement on the Installation
of “No Stowage” Placards on Surfaces Not Designed or
Intended To Be Used for Stowage

Date: DRAFT

From: Manager, Transport Airplane Directorate, Aircraft
Certification Service, ANM-100

Reply to PS-ANM100-
Attn. of: 2004-10021

To: See Distribution

Regulatory §§ 25.787, 25.789
Reference:

Summary

The purpose of this memorandum is to provide Federal Aviation Administration (FAA) certification policy with respect to the installation of “No Stowage” placards on surfaces that are not designed or intended to be used for stowage.

Current Regulatory and Advisory Material

Section 25.787 provides design requirements for stowage compartments to prevent items stowed in these compartments from dislodging under specific load conditions and striking airplane occupants. Section 25.789 provides protection against a similar hazard by requiring means of retention for items of mass which are on the airplane type design.

Sections 25.787(a) and (b) states the following:

- (a) Each compartment for the stowage of cargo, baggage, carry-on articles, and equipment (such as life rafts), and any other stowage compartment must be designed for its placarded maximum weight of contents and for the critical load distribution at the appropriate maximum load factors corresponding to the specified flight and ground load conditions, and to the emergency landing conditions of Sec. 25.561(b), except that the forces specified in the emergency landing conditions need not be applied to compartments located below, or forward, of all occupants in the airplane. If the airplane has a passenger seating configuration, excluding pilot’s seats, of 10 seats or more, each stowage compartment in the passenger cabin, except for underseat and overhead compartments for passenger convenience, must be completely enclosed.*
- (b) There must be a means to prevent the contents in the compartments from becoming a hazard by shifting, under the loads specified in paragraph (a) of this section. For stowage compartments in the passenger and crew cabin, if the means used is a latched door, the design must take into consideration the wear and deterioration expected in service.*

Section 25.789 states the following:

- (a) Means must be provided to prevent each item of mass (that is part of the airplane type design) in a passenger or crew compartment or galley from becoming a hazard by shifting under the appropriate maximum load factors corresponding to the specified flight and ground load conditions, and to the emergency landing conditions of Sec. 25.561(b).*
- (b) Each interphone restraint system must be designed so that when subjected to the load factors specified in Sec. 25.561(b)(3), the interphone will remain in its stowed position.*

Policy

It has been brought to the attention of the Transport Airplane Directorate, Transport Standards Staff that an aircraft certification office has, in some instances, required an applicant to install “No Stowage” or “No Stowage During Taxi, Takeoff and Landing” placards on some surfaces that were not designed or intended to be used for stowage. Although not designed for stowage, these surfaces could, because of their shapes and locations, accommodate the placement of articles upon them. Examples of such surfaces are table tops, side wall ledges and thick bumpers installed in galley cart parking bays. The placards were intended to address a concern that carry-on or other articles, not on the airplane type design, could be inappropriately stowed there and, in case of an accident or severe turbulence become injurious projectiles. The Staff has investigated this practice and determined that the part 25 regulations relating to the stowage of cargo, baggage, carry-on articles and equipment do not require the installation of these placards for surfaces such as these. Therefore, while an applicant may be encouraged to install such placards, they cannot be required to install the placards.

This policy memorandum is meant to address surfaces that are clearly not intended to be stowage compartments. Areas that are intended to be stowage compartments must meet the requirements of § 25.787.

Note that FAA operational regulations (e.g., §§ 121.576, 121.577, 121.589) require the stowage of carry-on baggage and other items during phases of flight when they could become a hazard. Flight attendants typically prepare the cabin during taxi, takeoff and landing to address this issue.

Effect of Policy

The general policy stated in this document does not constitute a new regulation or create what the courts refer to as a "binding norm". The office that implements policy should follow this policy when applicable to the specific project. Whenever an applicant's proposed method of compliance is outside this established policy, it must be coordinated with the policy issuing office, e.g., through the issue paper process or equivalent. Similarly, if the implementing office becomes aware of reasons that an applicant's proposal that meets this policy should not be approved, the office must coordinate its response with the policy issuing office.

Applicants should expect that the certifying officials will consider this information when making findings of compliance relevant to new certificate actions. Also, as with all advisory material, this policy statement identifies one means, but not the only means, of compliance.

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