



JAA Policy Paper on Flightcrew Compartment Access

Door Design and the associated Changes in Operational Procedures

1. Background

The 11th of September 2001 hijacking events have demonstrated that some persons are willing to hijack aeroplanes and use them as weapons against civilians. These hijackings made it clear that Flightcrew Compartment Access and Door Design should be improved as soon as possible with the objective to deter terrorist activities and, if they attempted, delay or deny access to the cockpit.

To meet that objective the Federal Aviation Administration has recently published SFAR 92-1 which grants regulatory relief to US Operators to alter or modify Flightcrew Compartment Doors without regard to the applicable airworthiness requirements, using technical data not previously approved by the Administrator, under certain conditions. In addition the SFAR 92-1 prohibits that the key to the flightcrew compartment shall be made available to any crewmember during flight, except for flight crewmembers.

Similar to the FAA, several of the JAA Member States have issued measures achieving the same intent as SFAR 92-1.

At the ECAC TF 1 meeting, 26 October 2001 in Brussels, the ECAC representatives, AECMA, AEA and ERA requested the Central JAA representatives if JAA Policy Material, similar in content as the SFAR 92-1, could be developed in support of the ECAC TF 1 task to report inter alia on:

- Effective Control of Access to the Cockpit

and if this JAA Policy Material could be made available to the NAAs.

2. Purpose

The purpose of this Policy Paper is to give guidance to NAAs, when operators choose to change the design of Flightcrew Compartment Access Doors with the objective to provide a more secure barrier between the the cabin and the flightcrew compartment. Guidance will be given to NAAs to permit and expedite the installation of door design changes, preceding the formal compliance verification with all applicable airworthiness requirements by the NAA.

When access through the flightcrew compartment access door is denied during flight, this will affect operational procedures and this Policy Paper will also provide guidance in this area.

It is each NAAs own prerogative to follow this Policy Paper and in no way does this Policy Paper diminish the legal responsibilities of the NAA.

3 Applicability

This JAA Policy Paper is applicable to:

1. Operators, who operate under a JAR OPS-1 operational approval, or national equivalent, aeroplanes with a Maximum Take-off Weight in excess of 5700 kg,
2. Design and/or production certificate holders,
3. Applicants for airworthiness certificates for aeroplanes to be operated by operators specified by this policy,
4. Producers of parts to be used in such design changes,
5. Maintenance Organisations.

4. Alleviation from Compliance with relevant Certification Procedural and /Airworthiness Requirements

With this Policy Paper the compliance finding with the applicable airworthiness requirements is alleviated such that the compliance finding might be submitted to the NAA at a date after the embodiment of the change in the aeroplane without invalidating the Certificate of Airworthiness.

For products not approved in accordance with the requirements noted below, NAAs are recommended to grant alleviation from the equivalent national requirements. The airworthiness requirements related to the cockpit door design that can be alleviated are:

JAR 21, Certification procedures for Aircraft and related Products and Parts

- JAR 21.91 – Classifications of Changes in Type Design
- JAR 21.95 – Minor Changes
- JAR 21.97 – Major Changes
- JAR 21.265(a)(c),(d) - Privileges

JAR 25, Large Aeroplanes

- JAR 25.365 – Pressurised Compartment Loads
- JAR 25.772(b) – Pilot Compartment Doors
- JAR 25.803(c) – Emergency Evacuation
- JAR 25.809(b) – Emergency Exit Arrangement
- JAR 25.853 – Compartment Interiors
- JAR 25.1411(b)(1) – Safety Equipment, General *)



- JAR 25.1561 – Safety Equipment *)

*) Alleviation limited to Emergency egress equipment

5. Additional Operational Considerations

Before releasing the aircraft for revenue flight, the following operational aspects needs to be addressed by the operator, included in the Operational Procedures Section of the Operations Manual and the crew trained in those procedures.

This listing intends not to be exhaustive and might differ based on the cockpit/cabin configuration, door locking system etc.

- Communication between flight deck/cabin crew and cabin crew/flight deck in normal, abnormal and emergency situations (including flight deck intrusion and pilot incapacitation)
- Effect on standard operating procedures and any consequential changes
- Evacuation procedures, in particular if the Public Address/Cabin Interphone system is broken or unserviceable.
- Procedures in case one flight crew member leaves the flight deck for, health, safety, security or crew rest reasons.
- Manning of decks and taking of crew rest (required and non-required).
- Procedures and Training for dealing with flight deck intrusion
- Minimum equipment list considerations.

6. Alleviation from JAR 145 maintenance requirements

JAR 145, Approved Maintenance Organisations

- JAR 145.45(a) – Use of approved maintenance Data

In lieu of the applicable current maintenance data as required by JAR 145.45(a), the preliminary data as required by paragraph 7. below shall be identified as being used on the Certificate for release to Service.

7. Submittal of Design Data

Due to the exceptional approach being advised in this policy paper the following steps are recommended to be taken by the operator and the NAA to approve design changes to flightcrew compartment access doors:



- 1a Prior to the installation of any design change on the aeroplane, the design change shall be reviewed by the NAA . The purpose of the NAA review is to make a qualitative judgement based on the description of the change, the organisation that developed it and the extend of the non-compliance, that no serious airworthiness concern exists.
- 1b. When the NAA has no adequate resources to review the design change, it may permit the operator install the design change, when based on engineering judgement by the organisation which developed the design change, and which has been determined that no serious airworthiness concern exists.
- 2 Within 180 days after the design change has been released for embodiment on an aeroplane, submit to the NAA a schedule for accomplishment of the design change necessary to restore all airworthiness requirements. .
3. Not later than 30th April 2003 the operator shall, in case a non-compliance exists, have installed a design compliant with the applicable airworthiness requirements. .

8. Expiring Date of this JAA Policy

The expiring date of this JAA Policy is set at 30th April 2003.