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Cockpit Door Security

Background:

On September 11, 2001, the whole world experienced the unfortunate events in the United States when several civilian airplanes were hijacked and used as weapons of distrution. These actions demonstrated the need for improved security and safety of the aircraft by:

- A.** Issuing more restrictive rules on the prohibition of access to the flight deck of aircraft engaged in passenger air transportation that are required to have a door between the passenger and pilot compartments, except to authorized persons;
- B.** Requiring the strengthening of the flight deck door and locks on any such aircraft operating in air transportation that has a rigid door in a bulkhead between the flight deck and the passenger area to ensure that the door cannot be forced open from the passenger compartment;
- C.** Requiring that such flight deck doors remain locked while any such aircraft is in flight except when necessary to permit access by authorized persons; and
- D.** Prohibiting the possession of a key to any such flight deck door by any member of the flight crew who is not assigned to the flight deck.

The ICAO as an international body has adopted standards under Amendment No. 97 to Annex 8 to the Chicago Convention. This amendment is related to the incorporation of improved security features

into the design of airplanes. Since the Hashemite Kingdom of Jordan is signatory to the Chicago convention, and recognizes the significant contribution of the convention in the unification of certain rules relating to international carriage by air, Jordan has issued this special civil aviation regulation to specify that improved flight deck security must be applied to airplanes operating in air transportation .

GENERAL

25-1.1 Miscellaneous equipment.

No person may conduct any operation unless the following equipment is installed in the airplane:

- (a) Except for non-transport category airplanes. A door between the passenger and pilot compartments (i.e., flightdeck door), with a locking means to prevent passengers from opening it without the pilot's permission. For airplanes equipped with a crew rest area having separate entries from the flightdeck and the passenger compartment, a door with such a locking means must be provided between the crew rest area and the passenger compartment.
- (b) A key for each door that separates a passenger compartment from another compartment that has emergency exit provisions. Except for flightdeck doors, a key must be readily available for each crewmember.
- (c) A placard on each door accessing to a required passenger emergency exit, to indicate that it must be open during takeoff and landing.
- (d) A means for the crew, in an emergency to unlock each door that leads to a compartment that is normally accessible to passengers and that can be locked by passengers.
- (e) For airplanes required by paragraph (a) of this section to have a door between the passenger and pilot or crew rest compartments, and for transport category, all-cargo airplanes that have a door installed between the pilot compartment and any other occupied compartment ;

(1) Each such door must meet the requirements of 25. 2 (a) and (b); and

(2) Each operator must establish methods to enable a flight attendant to enter the pilot compartment in the event that a flightcrew member becomes incapacitated. Any associated signal or confirmation system must be operable by each flightcrew member from that flightcrew member's duty station.

SECURITY CONSIDERATIONS

25-1.2 Protection of flightdeck.

If a flightdeck door is required by operating rules, the door installation must be designed to:

(a) Resist forcible intrusion by unauthorized persons and be capable of withstanding impacts of 300 Joules (221.3 foot-pounds) at the critical locations on the door, as well as a 250 pound (1113 Newtons) constant tensile load on the knob or handle, and

(b) Resist penetration by small arms fire and fragmentation devices to a level of international standard acceptable to the DGCAA.

FOREIGN AIR CARRIER

25-1.3 Foreign air carriers compliance:

Foreign air carriers conducting operations into Jordan must, under these special regulations, comply with the applicable security requirements of the Jordanian Civil Aviation Regulations including these special regulations.

25-1.4 Flight-deck security.

(a) Except for a newly manufactured airplane on a non-revenue delivery flight, no foreign air carrier covered may operate:

(1) A passenger carrying transport category airplane within Jordan, except for overflights, unless the airplane is equipped with a door between the passenger and pilot compartment that incorporates

features to restrict the unwanted entry of persons into the flightdeck that are operable from the flightdeck only; or

(2) A transport category all-cargo airplane within Jordan, except for overflights, that has a door installed between the pilot compartment and any other occupied compartment unless the door incorporates features to restrict the unwanted entry of persons into the flightdeck that are operable from the flightdeck only.

(b) Except for a newly manufactured airplane on a non-revenue delivery flight and except for overflights no foreign air carrier may operate a passenger carrying transport category airplane, or a transport category all-cargo airplane that has a door installed between the pilot compartment and any other occupied compartment, within of Jordan, unless the airplane's flightdeck door installation meets the requirements of paragraphs (b)(1) and(2) of 25.2 or an alternative standard found acceptable to the DGCAA.

(c) Except for overflights, no foreign air carrier covered may operate a passenger carrying transport category airplane, or a transport category all-cargo airplane that has a door installed between the pilot compartment and any other occupied compartment, within Jordan, unless the carrier has procedures in place that are acceptable to the CAA responsible for oversight of the foreign air carriers operating under this part to prevent access to the flightdeck except authorized as follows:

(1) No person other than a person who is assigned to perform duty on the flight deck may have a key to the flight deck door that will provide access to the flightdeck.

(2) Except when it is necessary to permit access by persons authorized in accordance with paragraph (c)(3) of this section, a pilot in command of an airplane that has a lockable flight deck door in accordance with these regulations and that is carrying passengers shall ensure that the door separating the flight crew compartment from the passenger compartment is closed and locked at all times when the airplane is being operated.

(3) No person may admit any person to the flight deck of an airplane unless the person being admitted is:

(i) A crewmember.

(ii) An inspector of the CAA who is on duty.

(iii) Any other person authorized by the CAA.

25-1.5 Other aircraft configuration

The requirements of paragraph (a) through (c) except (c)(3) of sec.25.4, do not apply to transport category passenger carrying airplanes originally type certificated with a maximum passenger seating configuration of 60 seats or less, or to all-cargo airplanes with a payload capacity of 100,000 pounds (45500 kg) or less.