

**Title 14—Aeronautics and Space**  
**CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION**

[Docket No. 16865; Amdt. No. 121-105]

**PART 121—CERTIFICATION AND OPERATIONS; DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT**

**Public Address and Interphone Communications Systems**

The purpose of these amendments to Part 121 of the Federal Aviation Regulations is to require that all airplanes having a passenger seating capacity greater than 19 and operated under Part 121 be equipped with an approved electronic public address system and an interphone communication system that are in satisfactory operating condition at takeoff. Parts 123 and 135 of the Federal Aviation Regulations incorporate the requirements of this amendment by references in §§ 123.27 and 135.2. Therefore, this amendment applies to Air Travel Clubs governed by Part 123 and also Air Taxi Operators governed by Part 135 using large airplanes in the conduct of their operations that have a passenger seating capacity greater than 19.

Interested persons have been afforded an opportunity to participate in the making of this amendment by a notice of proposed rulemaking (Notice No. 72-6) published in the FEDERAL REGISTER on March 2, 1972 (37 FR 4358) and due consideration has been given to all comments received in response to the notice, insofar as they relate to matters within the scope of the notice. Except for editorial changes, and except as specifically discussed hereinafter, this amendment and the reasons therefor are the same as those contained in the notice.

All but one of the seven public comments received were in favor of the proposal, but recommended certain specific changes.

The Air Transport Association of America (ATA) and the Aerospace Industries Association of America (AIA) recommended the addition of selector switches and signaling devices to those components that may be common to both the public address system and the crewmember interphone system. The FAA believes this recommendation has merit and has, therefore, included in this amendment selector switches and signaling devices as components that may be common to both systems. However,

the FAA is unable to agree with the ATA that the commonality between the two systems should be expanded to include power sources. Accordingly, that recommendation has not been adopted.

The AIA recommended that for practical reasons, such as the possibility that use of the public address or interphone system may be preempted by a flight crewmember in the pilot compartment, the regulation should allow a delay of ten seconds for operation of either system by a flight attendant in the passenger compartment. The FAA concurs and provision for such a ten second delay has been made in the amendment adopted. However, the FAA does not agree that a ten second delay is appropriate for use of the two systems by flight crewmembers in the pilot compartment. In our opinion, safety considerations require both systems to be accessible for immediate use from each of two flight crewmember stations in the pilot compartment and such a requirement is adopted in this amendment.

Comment also objected to the proposal to require, with respect to the interphone system for large turbojet-powered airplanes, both aural and visual signals for use by flight crewmembers and flight attendants to alert each other of an impending call. The FAA believes there is adequate justification for such redundancy in the alerting system, since it will reduce the probability of a complete alert system failure or delays in responding to an alert, and provide greater assurance that the recipient of an emergency call will be alerted. Accordingly, this requirement is adopted as proposed. In this regard, it should be noted that the requirement for both aural and visual signals does not extend to the requirement for a means that enables the recipient to determine whether it is a normal or an emergency call.

The wording of the proposal regarding the location of interphone stations for use by flight attendants in the passenger compartment of a large turbojet-powered airplane has been changed in this amendment to more clearly express its intent. As adopted, the wording of § 121.319(b)(5)(i) makes it clear that the interphone system on those airplanes must be accessible for use at enough flight attendant stations so that all floor level emergency exists in the passenger compartment are observable from one or more of those stations so equipped.

With regard to the requirement in § 121.319(b)(5)(iv) for a separate ground

to flight attendant interphone communication system, the FAA believes that experience gained from incidents endangering the security of passenger-carrying airplanes clearly indicates the need for a ground communication capability with a flight attendant in the passenger compartment. The FAA anticipates that operators will establish appropriate procedures pertaining to interphone switching and alerting functions and include them in their operations manuals and training programs for the guidance of flight crewmembers and flight attendants.

One commentator recommended that operators be given four years to achieve compliance with the public address and interphone equipment requirements of §§ 121.318 and 121.319. On the basis of our review of this matter, we believe the two year compliance period proposed will provide operators with a sufficient amount of time to accomplish the required equipment installations and modifications.

Other minor word changes have been adopted in this amendment for editorial and clarification purposes.

These amendments are issued under the authority of sections 313(a), 601, and 604 of the Federal Aviation Act of 1958, 49 U.S.C. 1334(a), 1421, and 1424, and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, Part 121 of the Federal Aviation Regulations is amended, effective September 8, 1973, as follows:

1. By adding a new § 121.318 to read as follows:

**§ 121.318 Public address system.**

(a) After September 8, 1975, no person may operate an airplane with a seating capacity of more than 19 passengers unless the airplane is equipped with a public address system that:

(1) Is capable of operation independent of the crewmember interphone system required by § 121.319(a) except for handsets, headsets, microphones, selector switches, and signaling devices; and

(2) Meets the requirements of paragraph (b) of this section.

(b) The public address system required by paragraph (a) of this section must be approved in accordance with § 21.305 of this chapter and meet the following requirements:

(1) It must be accessible for immediate use from each of two flight crewmember stations in the pilot compartment;

(2) It must be accessible for use from

(As published in the Federal Register [38 F.R. 21493] on August 9, 1973)

at least one normal flight attendant station in the passenger compartment;

(3) It must be capable of operation within ten seconds by a flight attendant at those stations in the passenger compartment from which its use is accessible; and

(4) Transmission must be audible at each passenger and flight attendant seat and in each lavatory.

2. By adding a new § 121.319 to read as follows:

**§ 121.319 Crewmember interphone system.**

(a) After September 8, 1975, no person may operate an airplane with a seating capacity of more than 19 passengers unless the airplane is equipped with a crewmember interphone system that:

(1) Is operational at takeoff;

(2) Is capable of operation independent of the public address system required by § 121.318(a) except for handsets, headsets, microphones, selector switches, and signaling devices; and

(3) Meets the requirements of para-

graph (b) of this section.

(b) The crewmember interphone system required by paragraph (a) of this section must be approved in accordance with § 21.305 of this chapter and meet the following requirements:

(1) It must provide a means of two-way communication between the pilot compartment and the passenger compartment;

(2) It must be accessible for immediate use from each of two flight crewmember stations in the pilot compartment;

(3) It must be accessible for use from at least one normal flight attendant station in the passenger compartment;

(4) It must be capable of operation within ten seconds by a flight attendant at those stations in the passenger compartment from which its use is accessible; and

(5) For large turbojet-powered airplanes:

(i) It must be accessible for use at enough flight attendant stations so that all floor level emergency exits in the passenger compartment are observable from one or more of those stations so

equipped;

(ii) It must have an alerting system incorporating both aural and visual signals for use by the flight crewmember to alert flight attendants and for use by flight attendants to alert flight crewmembers;

(iii) The alerting system required by subparagraph (b)(5)(ii) of this section must have a means for the recipient of a call to determine whether it is a normal call or an emergency call; and

(iv) When the airplane is on the ground, it must provide a means of two-way communication between ground personnel and at least one flight attendant in the passenger cabin, and separately, between ground personnel and either of at least two flight crewmembers in the pilot compartment. The interphone system station for use by the ground personnel must be so located that personnel using the system may avoid visible detection from within the airplane.

Issued in Washington, D.C., on July 27, 1973.

JAMES E. DOW,  
*Acting Administrator.*