

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

[Docket No. 6609; Amdts. No. 25-4, 121-5]

#### PART 25—AIRWORTHINESS STANDARDS; TRANSPORT CATEGORY AIRPLANES

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

##### Flight Crew Compartment Doors

The purpose of this amendment is to delete from the provisions of Part 25 of the Federal Aviation Regulations, the requirement that a door, equipped with a locking means, be installed between the passenger and pilot compartments and to incorporate such a requirement in Part 121 of the Federal Aviation Regulations.

Paragraph (e) of § 25.771 requires that a door be provided between the passenger and pilot compartments and that this door be equipped with a locking means to prevent passengers from opening the door without the pilot's permission.

The purpose of a compartment door is to prevent the passengers of an airplane from interfering with the crew during flight operations. Such a requirement has been found necessary for large airplanes used by air carrier and commercial operators in passenger-carrying operations. Therefore, the requirements concerning the installation of a door between the pilot and passenger compartments have been appropriately set forth in the airworthiness requirements for transport category airplanes. Neither the airworthiness requirements for airplanes in the normal, utility, and acrobatic categories nor the operating rules applicable to such airplanes require the installation of a door between the pilot and passenger compartments.

However, there has recently been introduced into service small-size jet airplanes designed for executive use which have had to be certificated under the transport category requirements. Such airplanes, while having the same passenger capacity as piston engine airplanes certificated under the normal, utility, or acrobatic requirements, have exceeded the maximum weight limita-

tion of 12,500 pounds because of the necessary increase in fuel load. In recognition of the fact that the compartment doors are not necessary on such airplanes, the Agency has granted several exemptions permitting them to be type certificated without having the doors installed.

In light of the foregoing, the Agency considers it appropriate to amend the regulations to permit transport category airplanes to be type certificated without the installation of a door between the pilot and passenger compartments rather than to continue issuing exemptions from the requirement. This amendment would have no adverse effect on the airworthiness of transport category airplanes since the door is not required as part of the airplane structure, nor is it necessary for the functioning of any required system or equipment in normal or emergency operation. At the same time, the operating rules set forth in Part 121 of the Federal Aviation Regulations applicable to air carrier and commercial operators are amended to incorporate the requirement for the installation of such a compartment door with a locking means.

Since this amendment merely transfers to the operating rules in Part 121, requirements which are currently applicable to airplanes used by air carriers and commercial operators and, in doing so, clarifies the requirements concerning the installation of compartment doors on transport category airplanes, the Agency finds that notice and public procedure thereon are unnecessary and it may be made effective on less than 30 days' notice.

In consideration of the foregoing, Chapter I of Title 14 of the Code of Federal Regulations is amended, effective April 30, 1965, as follows:

1. Section 25.771 of Part 25 is amended by striking out present paragraph (e) and redesignating paragraph (f) as paragraph (e).

2. Section 121.313(f) of Part 121 is amended to read as follows:

(f) A door between the passenger and pilot compartments, with a locking means to prevent passengers from opening it without the pilot's permission.

(Secs. 313(a), 601, 603, 604, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423, 1424)

Issued in Washington, D.C., on April 24, 1965.

N. E. HALABY,  
Administrator.

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