

**DEPARTMENT OF CIVIL AVIATION
MALAYSIA
AIRWORTHINESS NOTICE**

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Date: 1 October 2002

AIRCRAFT SECURITY

1. INTRODUCTION

- 1.1 To minimize the risk of forcible entry into the flight deck arising from acts of terrorism, this Notice adopts strengthened in-flight security standards that require reinforced flightdeck doors of transport category airplanes under Malaysian register.
- 1.2 With the new standards, the reinforced door is designed to delay an attempt or prevent unauthorized persons from forcibly gaining access to the flightdeck either by physical intrusion or ballistic threats.
- 1.3 Additionally required are systems that allow pilots to monitor the entire door area outside the flightdeck so as to positively identify persons requesting entry and to detect suspicious behavior or potential threats. Flight attendants must also be able to discreetly notify pilots of suspicious activity in the passenger cabin.

2. REQUIREMENTS

2.1 Flight deck Door

- 2.1.1 In all airplanes which are equipped with a flight deck door, this door shall be capable of being locked and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.
- 2.1.2 All passenger-carrying airplanes of a maximum certificated take-off mass in excess of 45,500 kg (100,000 lbs) or with a passenger seating capacity greater than 60 shall be equipped with an approved flight deck door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcibly intrusions by unauthorized persons. This door shall be capable to be locked and unlocked from either pilot's station.
- 2.1.3 For all airplanes which are installed with a flight deck door in accordance with paragraph 2.1.2, this door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when it is necessary to allow access and egress by authorized persons. Operators should prohibit possession of flightdeck door keys by those members of the crew not assigned to the flightdeck.

2.2 Monitoring door area outside flightdeck

- 2.2.1 For all airplanes, which are installed with a flight deck door in accordance with paragraph 2.1.2, means shall be provided for monitoring (e.g. video camera monitoring) from either pilot's station the entire door area immediately outside the flightdeck to identify persons requesting entry and to detect suspicious behavior or potential threat.

2.3 Transponder modification – [Reserved]

2.4 Airplane search procedure checklist

- 2.4.1 An operator shall ensure that there is on board a checklist of the procedures to be followed in searching for a bomb in case of suspected sabotage and for inspecting airplanes for concealed weapons, explosives or other dangerous devices when a well-founded suspicion exist that the airplane may be the object of an act of unlawful interference.
- 2.4.2 The checklist shall be supported by guidance on the appropriate steps to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the airplane.

2.5 Expanded security training

- 2.5.1 An operator shall establish and maintain an approved security training program that ensures crew members act in the most appropriate manner to minimize the consequences of acts of unlawful interference.
- 2.5.2 This program shall include at least the following elements:
 - a) determination on the seriousness of any occurrences;

- b) crew communication and coordination;
- c) appropriate self-defense response;
- d) use of non-lethal protective devices assigned to crew members whose use is authorized by DCA
- e) understanding of behavior of terrorist so as to facilitate the ability of crew members to cope with hijacker behavior and passenger response;
- f) live situational training exercises regarding various threat conditions;
- g) flight deck procedures to protect the airplane;
- h) airplane search procedures and guidance on least-risk bomb locations where practicable.

3. COMPLIANCE

3.1 Flight deck door

3.1.1 For airplanes operating under 14 CFR Part 129, Operations: Foreign Air Carriers and Foreign Operators of U.S. – Registered Aircraft Engaged in Common Carriage, this Notice (applies to both passenger carrying transport category airplanes and transport category all-cargo airplanes) require:

- a) Permanent modifications meeting the performance standards prescribed in 14 CFR Part 25.795 (Phase II) by April 9, 2003.
- b) Operational and procedural changes to prevent unauthorized access to the flightdeck.

3.1.2 All other affected airplanes that are not operating under 14 CFR Part 129, this Notice require:

- Permanent modifications meeting the performance standards prescribed in 14 CFR Part 25.795 (Phase II) by November 1, 2003 as set by ICAO.

3.2 Monitoring door area outside flightdeck

3.2.1 For airplanes operating under 14 CFR Part 129, compliance has not been determined yet.

3.2.2 For all other airplanes, compliance is effective November 1, 2004.

3.3 Transponder modifications

3.3.1 No action is determined yet.

3.4 Airplane search procedure checklist and training program

3.4.1 Operators should contact the DCA Flight Operations Department for compliance to this requirement.

4. MEANS OF COMPLIANCE

4.1 Advisory Circular (AC) 25.795-1, Flightdeck Intrusion Resistance and Advisory Circular (AC) 25.795-2, Flightdeck Penetration Resistance are the acceptable means to show compliance to the new flightdeck door performance standards. Operators may request alternate means of compliance to that would provide equivalent or exceed the intended level of safety to the Department for consideration and approval.

4.2 Operators may submit proposal for the acceptable means to show compliance of monitoring the entire area immediately outside the flightdeck for the Department consideration and approval.

5. REFERENCE

5.1 DCA Letters To Organizations (LTO) No: 32 Issue 2 dated March 29, 2002

5.2 ICAO News Release title ICAO Council Adopts Stronger In Flight Security Standards, dated March 21, 2002

5.3 ICAO Amendment No. 27 to the ICAO Annex 6 Operation of Aircraft Part I, International Commercial Air Transport – Aeroplanes, dated March 2002

- 5.4 FAA Continued Airworthiness Notification to Civil Aviation Authorities: New Part 129 Requirements for Flight deck Security on Foreign Operated Transport Category Airplanes dated June 17, 2002.
- 5.5 FAA 14 CFR Part 129 Security Considerations for the Flight deck on Foreign Operated Transport Category Airplanes; Final Rule dated June 21, 2002

DIRECTOR GENERAL
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MALAYSIA