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issuance of change to Part 121

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 6959; Amdt. No. 121-14]

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

Closing and Locking Flight Crew Compartment Door

The purpose of this amendment is to permit air carriers and commercial operators to keep the cockpit door open during takeoffs and landings where it is a means of access to any floor level exit.

Section 121.587 requires the flight crewmember compartment door to be closed and locked except where it must be opened by a crewmember in the performance of his duties and, except during takeoff or landing where it is the means of access to a required passenger emergency exit. As originally proposed, this rule (Draft Release No. 62-54) would have permitted the cockpit door to be open during all takeoffs and landings. Some of the comments on that draft release questioned the broadness of this exception since it could present an opportunity for interference with the flight crew during the most critical part of a flight in situations where there was no reason for keeping the door open. In response to these comments the Agency

limited the exception to those cockpit doors that are a means of access to a required passenger emergency exit since such doors are required to be open during takeoff and landings (See § 25.1557(d)).

Several situations have now been called to the Agency's attention that indicate that the rule, as adopted, is too restrictive. In several airplane types the cockpit door is the means of access to a floor level exit that, although not designated as a required emergency exit, could serve as an added passenger exit in an emergency if it was openable and readily accessible to the passengers. The Agency has now determined that it is in the interest of safety to permit air carriers and commercial operators operating airplanes with such configurations to leave the cockpit door open during takeoff and landing.

Since this amendment is minor in nature and imposes no additional burden on any persons, compliance with the notice and public procedures provisions of the Administrative Procedure Act is unnecessary, and good cause exists for making it effective on less than 30 days' notice.

In consideration of the foregoing, § 121.587(b)(1) of the Federal Aviation Regulations is amended effective December 18, 1965, by inserting the words "or a floor level exit" immediately after the words "passenger emergency exit."

(Secs. 313(a), 601, and 604, Federal Aviation Act of 1958; 72 Stat. 752, 775, 778; 49 U.S.C. 1354, 1421, 1424)

Issued in Washington, D.C., on December 14, 1965.

WILLIAM F. MCKEE,
Administrator.

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