

# Secure Cockpit Door -OPS requirements-

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# The past



- ICAO Standards introduced in 2002 in response of 9/11 events
- Verbatim transposition in EU rules (EU-OPS and EASA Air OPS)
- Two discriminants (MCTOM and MOPSC):
  - Aeroplanes with MCTOM over 45.5 tones; or
  - Aeroplanes with MOPSC over 60 pax
  - Passenger CAT operations only
- Door specs in CS-25.795

- ICAO standard not meant to include commercial biz aviation
- Mass discriminant thought to approximate well that sector
- Until it didn't ...
  - G650ER (47t) and Global 7500/8000 (52t/47.5t)
- Biz Jet “coalition” led by IBAC
- Different threat exposure scenario for biz aviation
- New standards adopted by ICAO in 2018

# The present



- New standards adopted by ICAO in 2018 (Annex, Part I, 13.2)
- Three discriminants:
  - Aeroplanes with MCTOM over **45.5** tones **and a MOPSC over 19 pax**
  - Aeroplanes with MCTOM over **54.5** tones; or
  - Aeroplanes with MOPSC over 60 pax
- Introduced in EASA Air OPS rules (ORO.SEC.100(b))
- Applicable as of 25/SEP/2019
- Same certification specifications (CS-25.795)

# Thank you for your attention

## Questions?

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