Federal Aviation Administration, DOT

This Special Federal Aviation Regulation terminates November 14, 2009.

1. Applicability. This Special Federal Aviation Regulation applies to each holder of an air carrier or operating certificate (hereafter, certificate holder) that meets one of the following eligibility requirements:
   a. The certificate holder conducts scheduled operations with airplanes having a passenger-seat configuration of 30 seats or fewer, excluding each crewmember seat, and a payload capacity of 7,500 pounds or less under part 121 of this chapter.
   b. The certificate holder conducts domestic operations in Alaska under part 121 of this chapter.

2. Alternative requirements.
   a. An operator described in paragraph 1.a. of this SFAR is conducting a flight with an airplane described in 1.a. and if communications cannot be maintained over the entire route (which would be contrary to the requirements of §121.99 of this chapter), such an operator may continue to operate over such a route subject to approval by the Administrator. In granting such approval the Administrator considers:
      i. The operators' joint plans for complying with the aircraft dispatcher training rules in subpart P of part 121 of this chapter and the aircraft dispatcher qualification and duty time limitation rules in subpart F of part 121 of this chapter.
      ii. The number of flights for which the aircraft dispatcher would be responsible.
      iii. Whether the responsibilities of the dispatcher would be beyond the capability of a single dispatcher.

3. Expiration. This Special Federal Aviation Regulation terminates on March 12, 2001, unless sooner terminated.

Special Federal Aviation Regulation 92–5—Flightcrew compartment Access and Door Designs

1. Applicability. This Special Federal Aviation Regulation (SFAR) applies to all operators that hold an air carrier certificate or operating certificate issued under 14 CFR part 121 and that conduct operations under this part 121 and to operators of U.S. registered transport category airplanes operated under 14 CFR part 129, except paragraphs 5 of this SFAR does not apply to cargo operations and 14 CFR part 129 operations. It applies to the operators specified in this SFAR that modify airplanes to improve the flightcrew compartment door installations to restrict the unwanted entry of persons into the flightcrew compartment. This SFAR also applies to production certificate holders and applicants for airworthiness certificates for airplanes to be operated by operators specified in this SFAR, and producers of parts to be used in modifications of such airplanes.

2. Regulatory Relief. Contrary provisions of this part 21, and §§121.313(h), 121.153(a)(2), 121.153(c), 121.379(b), 121.583(b)(1) and (2) and 14 CFR 129.13 notwithstanding:
   a. An operator may operate airplanes modified to improve the flightcrew compartment door installations to restrict the unauthorized entry of persons into the flightcrew compartment under part 121 of this chapter, use a communications system operated by the United States for those operations.
   b. A certificate holder who conducts domestic operations in Alaska may, notwithstanding the requirements of §121.99 of this chapter, use a communications system operated by the United States for those operations.
   c. An operator described in paragraph 1.a. of this SFAR who conducts operations in Alaska may share the aircraft dispatcher required by §121.395 with another operator described in paragraph 1.a. of this SFAR who conducts operations in Alaska if authorized to do so by the Administrator. Before granting such an authorization, the Administrator considers:
      i. The operators' joint plans for complying with the aircraft dispatcher training rules in subpart P of part 121 of this chapter and the aircraft dispatcher qualification and duty time limitation rules in subpart F of part 121 of this chapter.
      ii. The number of flights for which the aircraft dispatcher would be responsible.
      iii. Whether the responsibilities of the dispatcher would be beyond the capability of a single dispatcher.

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Provision for Flightdeck Door Compartment

1. Applicability—This rule prescribes special operating rules for the use of portable oxygen concentrator units on board civil aircraft. This rule applies to both the aircraft operator and the passenger using the portable oxygen concentrator on board the aircraft.

2. Definitions—For the purposes of this SFAR the following definitions apply:

- Portable Oxygen Concentrator: means the AirSep FreeStyle, AirSep LifeStyle, Delphi RS-00400, Inogen One, Invacare XPO2, Respironics EverGo, and SeQual Eclipse Portable Oxygen

3. Return to Service. Where operators have modified airplanes as authorized in this SFAR, the affected airplane must be returned to service with a note that it was done under the provisions of this SFAR.

4. Provision for Flightdeck Door Compartment Key. Contrary to provisions of §121.313(g), the following provision applies: A key for each door that separates a passenger compartment from an emergency exit must be identified to passengers in the briefing required by §121.313(a)(14). The key required for access to the emergency exit must be readily available for each crewmember. No key to the flightcrew compartment shall be available to any crewmember during flight, except for flight crewmembers, unless an internal flightdeck locking device is installed, operative, and in use.

5. Door Modification Requirement. After March 1, 2002, for each airplane required under §121.313(f) to have a door between the passenger and pilot compartments, and for transport category all-cargo airplanes that have a door installed between the pilot compartment and any other occupied compartment on or after January 15, 2002, such door must be equipped with an internal locking device installed, operative, and in use. Such internal locking device has to be designed so that it can only be unlocked from inside the flightdeck.

6. Termination. For all-cargo transport category airplanes, this SFAR terminates on October 1, 2003. For passenger airplanes, this SFAR expires on April 9, 2003, except for airplanes meeting the criteria specified in paragraphs 7.a, b, and c, below. For airplanes meeting these criteria, this SFAR expires on July 31, 2003.

a. Before midnight April 9, 2003, the operator must have installed a strengthened flightdeck door meeting the requirement of paragraph 7.b.

b. Before midnight April 9, 2003, the FAA must have found that the door complies with 14 CFR 25.789(a)(1) and (2) in effect on January 15, 2002, and

c. Before March 10, 2003, a formal application for certification approval of the door must have been submitted to the FAA.

[Doc. FAA–2001–10770, 68 FR 17516, Apr. 9, 2003]

Special Federal Aviation Regulation No. 93

Editorial Note: For the text of SFAR No. 93, see part 61 of this chapter.

Special Federal Aviation Regulation No. 97

Editorial Note: For the text of SFAR No. 97, see part 91 of this chapter.