

ICAO Raises Weight Threshold for Hardened Cockpit Door Requirement

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ICAO

In Short: Following a three-year effort from industry groups and aircraft manufacturers, the International Civil Aviation Organization (ICAO) will **raise the weight threshold for requiring hardened cockpit doors for aircraft with 19 or fewer passenger seats** from 45.5 metric tons (100,310 pounds) maximum certificated takeoff weight **to 54.5 metric tons (120,152 pounds)**.

This decision will enable the full type certification and worldwide use of current and future extended-range business aircraft such as the Bombardier Global 7000 and Gulfstream G650ER.



The International Civil Aviation Organization (ICAO) has changed its weight rules regarding strengthened cockpit doors on business jets. Toughened doors are required for aircraft operating charter flights.

Previous rules stated that hardened doors were needed for business jets with 19 seats or fewer, with a maximum take-off weight of 100,310lbs (45.5T). The new rules increase the maximum take-off weight to 120,152lbs (54.5T).

“This change maintains the security level intended by the original hardened cockpit door requirement, but recognizes the important distinction between airline service and business aircraft operations,” said Sarah Wolf, CAM, NBAA senior manager of security and facilitation.

The International Business Aviation Council (IBAC), in concert with the International Coordinating Council of Aerospace Industries Associations and aircraft manufacturers, proposed the changes to Annex 6 Part 1 – International Commercial Air Transport.

“The effort took much planning and working through the full standard-making process at ICAO and shows ICAO recognition of greater operational capabilities and industry evolution,” said IBAC Director General Kurt Edwards.

The new standard will become effective Jul 16, 2018, and applicable to member states in Nov 2018.

