
IRELAND

SAFETY REGULATION DIVISION
IRISH AVIATION AUTHORITY
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AERONAUTICAL NOTICE

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AIRCRAFT ANTI-SABOTAGE DESIGN

The Irish Aviation Authority in pursuance of Articles 8 and 31 of the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996, (S.I. No. 324 of 1996), hereby directs that:

A passenger-carrying public transport aeroplane of more than 45,500 kg MTMA or with a passenger seating capacity of more than 60 shall:-

if an application for type certification was submitted on or after 13 June 1960 have a least risk location on the aeroplane identified in the flight manual where a bomb or other explosive device may be placed to minimise the effects on the aeroplane in the case of detonation,

if an application for type certification was submitted on or after 12 March 2000:

when equipped with a flight compartment door, have this door and the flight crew compartment bulkhead designed to minimise penetration by small arms fire and grenade shrapnel,

have consideration given to design features which will deter the easy concealment of weapons, explosives or other dangerous objects on board aircraft and which will facilitate search procedures for such objects.

A public transport aeroplane with a maximum certified take-off mass over 5,700 kg for which application for type certification was submitted on or after 12 March 2000 shall:-

have consideration given during the design of the aeroplane to the provision of a least risk bomb location and to have provision of specialised means to attenuate and deflect a bomb blast at that location,

have systems designed, arranged and physically separated to maximise the potential for continued safe flight and landing after any event resulting in damage to the aeroplane structure or systems,

have consideration given to the design of cargo compartment fire suppression systems, including their extinguishing agents, so as to take into account a sudden and extensive fire as could be caused by an explosive or incendiary device,

have consideration given during the design of the aeroplane to the protection of the flight crew against possible instances of cabin depressurisation and against the presence of smoke or other toxic gases as could be caused by explosive or incendiary devices that could incapacitate the flight crew of the aeroplane,

have consideration given during the design of the aeroplane to minimising entry into the flight crew compartment of smoke, fumes and noxious vapours generated by an explosion or fire on the aeroplane.

E. Brennan
Chief Executive