



**U.S. Department  
of Transportation  
Federal Aviation  
Administration**

# InFO

Information for Operators

InFO 18002  
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Flight Standards Service  
Washington, DC

**[http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/info](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info)**

*An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.*

**Subject:** Removal and Reinstallation of Helicopter Flight Crew Doors

**Purpose:** This InFO informs helicopter operators of proper methods and requirements for removal and reinstallation of helicopter flightcrew doors.

**Background:** Many helicopter operators have requested exemption from Title 14 of the Code of Federal Regulations (14 CFR) Part 43.3(h) and/or (i), which requires pilots to be properly trained in the removal and reinstallation of flightcrew doors when away from base with no maintenance support available.

**Discussion:** The variety of operations that may involve removal and reinstallation of flightcrew doors include firefighting, search and rescue, power and pipeline patrols/survey, aerial photography, filming, external load transport, and surveying and/or mapping. Due to the nature of these operations, it is not possible to travel with a mechanic on board to perform the door removal and reinstallation.

For example, in an initial detection flight in fire operations, a helicopter crew may proceed to a staging area, remove the doors, then search for smoke or signs of a fire. After spotting the fire, the operator may return to the staging area, reinstall the doors, and perform firefighting operations.

The Federal Aviation Administration (FAA) has determined that an appropriately trained pilot could safely remove and reinstall a supplemental type certificated (STC) flightcrew door with a quick release pin and door hinge assembly. Therefore, an exemption for flightcrew door removal and reinstallation is not required. However, removal and reinstallation of the rearmost cargo door is more complex and poses a greater risk to safety because of the risk of foreign object debris (FOD) damage to critical helicopter parts. As a result of this greater risk, an exemption for removal and reinstallation of the rearmost cargo door would be necessary from part 43.

If an owner or operator wishes to petition for a more tailored relief of the part 43 requirement for rear cargo doors, its petition should:

1. Describe the specific training method;
2. Show how a grant of exemption would be in the public interest; and

3. Explain how the operator would observe a level of safety equivalent to the cargo door removal and reinstallation by certificated mechanics.

**Recommended Action:** Helicopter operators who conduct operations requiring flightcrew door removal and reinstallation should:

1. Review specific aircraft type certificate data sheet for flightcrew door removed operation;
2. Review installed STCs for flightcrew door removal operations, if applicable;
3. Review the approved or accepted operator's manual for conducting flightcrew door removal and re-installation operations to ensure process and procedures are fully understood;
4. Develop a training program for pilots with content specific to the removal, installation, and inspection of flightcrew doors by aircraft type. Submit the training program to the responsible Flight Standards Office for review and approval.

**Contact:** Questions or comments regarding this InFO should be directed to the Aircraft Maintenance Division's, General Aviation Branch at (202) 267-1675.