* AirNZ Pilots stood down – first officer locked out of cockpit
  + First officer tried to return to cockpit after taking a comfort break
  + Captain didn’t respond when crew member tried to call to open hijack secured cockpit door
  + Captain claims to not respond since he was approaching a navigational waypoint
    - Cockpit monitor – saw cabin crew member, not first officer ringing
  + First officer used alternative entry method to gain access
* Germanwings pilot breaks into locked cockpit door with axe on descending plane
  + Co-pilot barricaded himself into cockpit – was alive till final impact
  + Pilot identified himself several times for access and then started banging to forcefully gain entry
  + Plane crashed into mountain
* Pilot opens toilet door with axe
  + Passenger in cubicle wouldn’t return to allocated seat
  + Captain used axe to pry door open
* AirIndia Pilot locked out of cabin when door jams
  + Door was jammed/locked despite efforts of captain (outside) and co-pilot (inside) to open it
  + Auto-pilot system accidentally switched off – 2 pilots on break, 2 stewardesses in pilot seats
    - A steward accidentally turned off auto-pilot 🡪 pilots rush back to seats
* Airbus Reinforced Cockpit door Instructional
  + Keypad – notice cockpit crew for request for entry/open door in case of confirmed incapacitation of both pilots
  + Buzzer – sounds for hash request access into cockpit
  + Cockpit door toggle – on pedestal + overhead panel
  + Cockpit evacuation – escape panel that can only be removed from within
  + Door fitted with 3 electrical latches + spyhole
  + Normal access procedure
    - Call captain on interphone for access
    - Keypad has hash key pressed
    - Captain toggles to unlock, whilst pushing down 🡪 keypad light turns green
  + Locking procedure
    - Captain toggles to lock
    - Keypad light turns red 🡪 automatic door opening via keypad + buzzer inhibited for 5 mins
    - Can only used interphone to contact cockpit crew
    - Toggling to unlock overrides the inhibition period
  + Emergency access procedure – crew incapacitation
    - Crew member calls into cockpit + requests entry with hash on keypad (buzzer triggers for 3 secs 🡪 no reaction) 🡪 calls again + no response
    - Crew member enters emergency code then hash key 🡪 30 seconds flashing of keypad green light + open amber signal near toggle + buzzer before unlocking
    - Crew member has 5 secs to open door when keypad light is solid green
* 911 – stronger doors were installed after event
  + Prior – cockpit doors did lock
  + Standard procedures – pilots minimize risk to passengers by cooperating with hijackers + letting authorities deal with demands
  + Unprecedented that the hijacked airliners would be used as WMDs