



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

InFO

Information for Operators

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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: Improved Seat Rule 14 CFR 121.311(j)

Purpose: To provide clarification on how to comply with the Improved Seat Rule for specific scenarios.

Background: On October 27, 2005, the Federal Aviation Administration (FAA) issued a final rule that became effective October 27, 2009. This final rule amended the FAA's regulations on the crashworthiness of passenger and flight attendant (F/A) seats on transport category airplanes used in Title 14 Code of Federal Regulations (14 CFR) part 121 passenger carrying operations. This final rule requires those transport category airplanes type-certificated after January 1, 1958, and manufactured on or after October 27, 2009, used in part 121 passenger-carrying operations to have passenger and F/A seats that meet the current, improved crashworthiness standards specified in 14 CFR part 25, § 25.562, commonly referred to as the "16g rule." This action is necessary because research, accident data, and analysis show that these improvements provide increased occupant protection in airplanes involved in impact-survivable accidents.

Because the rule is implemented by a manufacturing cut-in date, some questions have arisen on specific scenarios that we believe others will benefit from the answers. This information will let operators understand how they must comply with the Improved Seat Rule and will help our aviation safety inspectors (ASI) in providing consistent information to the operators.

Recommended Action: Operators should be aware that all transport category airplanes manufactured on or after October 27, 2009, and used in part 121 passenger carrying operations must meet the 16g rule. This includes airplanes that originally did not have to meet the 16g rule such as the Boeing B747 or Airbus A320. It also includes airplanes that met some, but not all, aspects of the 16g rule, such as the Boeing B737-600/700/800/900 or the Airbus A319.

Operators should also be aware that supplemental type certificates (STC) have been issued for airplanes that did not have to meet the 16g rule. If an STC of this nature is now used on a transport category airplane manufactured on or after October 27, 2009, and used in part 121 passenger carrying operations, the airplane must meet the 16g rule. So either the STC may need to be amended or an additional STC may be required to bring the airplane into compliance with the 16g rule.

When interiors are replaced or refurbished in the future on airplanes affected by this rule, the interiors must continue to comply with this rule and therefore the 16g rule. When interiors are replaced or refurbished in the future on airplanes manufactured prior to October 27, 2009, the interiors must, at a minimum, meet the requirements of its original certification basis which in many cases does not include the 16g rule. Replacement seats, or spares, used in airplanes affected by this rule must also meet the 16g rule.

For more information about the rule, refer to the Federal Docket Management System, Docket No. FAA-2002-13464-2, at <http://docketsinfo.dot.gov>.

Contact: Questions or comments concerning this InFO should be directed to the Aircraft Maintenance Division, AFS-330, Ken Kerzner at (202) 385-6426.