Billing Code 4910-13

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 21

[Docket No. ; Notice No. ]

Special Conditions: 4[Modifier], Airbus Model A321 neo ACF and A321 neo XLR Airplane; Dynamic Test Requirements for Single Occupant Oblique Seats at an Installation Angle of 49 Degrees with Airbags and 3-point Restraint or Pretensioner Restraint Systems

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed special conditions.

SUMMARY: This action proposes special conditions for the Airbus Model A321 neo ACF and A321 neo XLR if applicable (see issue paper/worksheet): series airplane. This airplane4[, as modified by ,] will have a novel or unusual design features when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. This design feature is The Airbus Model A321 neo ACF and A321 neo XLR series airplanes will incorporate single occupant oblique seats, with airbag devices and 3-point restraints or pretensioner restraint system, installed at 49 degrees relative to the aircraft cabin bow-to-stern centerline.. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

DATES: Send comments on or before [INSERT DATE 45 (or 30, if appropriate; no fewer than 20 days under urgent circumstances) DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: Send comments identified by Docket No. using any of the following methods:

Federal eRegulations Portal: Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

Mail: Send comments to Docket Operations, M-30, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue, SE, Room W12-140, West Building Ground Floor, Washington, DC, 20590-0001.

Hand Delivery or Courier: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: Fax comments to Docket Operations at 202-493-2251.

Docket: Background documents or comments received may be read at at any time. Follow the online instructions for accessing the docket or go to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.[www.regulations.gov](https://www.regulations.gov/)

FOR FURTHER INFORMATION CONTACT: , , , Technical Policy Branch OR Organization and System Policy Branch, Policy and Standards Division, Aircraft Certification Service, Federal Aviation Administration, 2200 South 216th Street, Des Moines, WA 98198; telephone (206)231-3209; email Shannon.Lennon@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites interested people to take part in this rulemaking by sending written comments, data, or views. The most helpful comments reference a specific portion of the proposed special conditions, explain the reason for any recommended change, and include supporting data.

For notices with a comment period of less than 45 days (30 days, or no fewer than 20 days under urgent circumstances) the following justification may be used, if appropriate:

Certification of the Airbus Model A321 neo ACF and A321 neo XLR series airplane is currently scheduled for . The substance of these special conditions, in all material respects, has been subject to the notice and public-comment procedure in several prior instances. Therefore, because a delay would significantly affect the applicant’s installation of the new or unusual feature, and delay certification of the airplane, the FAA is reducing the public-comment period to 20 days.

The FAA will consider all comments received by the closing date for comments, and will consider comments filed late if it is possible to do so without incurring delay. The FAA may change these special conditions based on the comments received.

Privacy

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in title 14, Code of Federal Regulations (14 CFR) 11.35, the FAA will post all comments received without change to , including any personal information you provide. The FAA will also post a report summarizing each substantive verbal contact received about these special conditions.[www.regulations.gov](https://www.regulations.gov/)

Confidential Business Information

Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to these special conditions contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to these special conditions, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and the indicated comments will not be placed in the public docket of these proposed special conditions. Send submissions containing CBI to the individual listed in the For Further Information Contact section above. Comments the FAA receives, which are not specifically designated as CBI, will be placed in the public docket for these proposed special conditions.

Background

Type Certification Basis

**1[Under the provisions of 14 CFR 21.17, Airbus S.A.S must show that the Model A321 neo ACF and A321 neo XLR if applicable: series airplane meets the applicable provisions of part 21, as amended by amendments applicable amendment number, e.g. 25-1 through amendment in effect on the date of application].**

**2[Under the provisions of 14 CFR 21.101, Airbus S.A.S must show that the Model A321 neo ACF and A321 neo XLR if applicable: series airplane meets the applicable provisions of the regulations listed in Type Certificate No. A28NM  
SME Contact information  
Name of SME: Shannon Lennon  
Section name: Cabin Safety Section  
Routing symbol: AIR-624, or the applicable regulations in effect on the date of application for the change, except for earlier amendments as agreed upon by the FAA.]**

**3 or 4[Under the provisions of 14 CFR 21.101, Airbus S.A.S must show that the Airbus S.A.S must show that changes to the Airbus Model A321 neo ACF and A321 neo XLR if applicable: series airplane, as changed, continues to meet the applicable provisions of the regulations listed in Type Certificate No. A28NM  
SME Contact information  
Name of SME: Shannon Lennon  
Section name: Cabin Safety Section  
Routing symbol: AIR-624 or the applicable regulations in effect on the date of application for the change, except for earlier amendments as agreed upon by the FAA.]**

2, 3, or 4[If applicable (rarely): In addition, if the regulations listed do not provide adequate standards regarding the change, the applicant must comply with certain regulations in effect on the date of application for the change. The FAA has determined that the Airbus Model A321 neo ACF and A321 neo XLR if applicable, per TCDS/Worksheet: series airplane must also comply with the following sections of part 21, as amended by amendments applicable amendment number, e.g. 25-1 through amendment in effect on the date of application:

List the additional sections.]

If the Administrator finds that the applicable airworthiness regulations (e.g., 14 CFR part 25) do not contain adequate or appropriate safety standards for the Airbus Model A321 neo ACF and A321 neo XLR if applicable, per TCDS/Worksheet: series airplane because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. 1[Should the type certificate for that model be amended later to include any other model that incorporates] 2 or 3[Should the type certificate for that model be amended later to include any other model that incorporates the same novel or unusual design feature, or should any other model already included on the same type certificate be modified to incorporate] 4[Should the applicant apply for a supplemental type certificate to modify any other model included on the same type certificate to incorporate] the same novel or unusual design feature, these special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and special conditions, the Airbus Model A321 neo ACF and A321 neo XLR applicable, per TCDS/Worksheet: series airplane must comply with the only for 14 CFR part 23 and 27: fuel-vent and only for 14 CFR part 23, 25, 27, 29: exhaust-emission requirements of 14 CFR part 34 only for 14 CFR part 23, 25, 27, 29:, and the noise-certification requirements of 14 CFR part 36.

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with as appropriate: title 14, Code of Federal Regulations (14 CFR) OR 14 CFR OR § 11.38, and they become part of the type certification basis under 1[§ 21.17(a)(2)] 2, 3 or 4[§ 21.101].

Novel or Unusual Design Features

The Airbus Model A321 neo ACF and A321 neo XLR if applicable: series airplane will incorporate the following novel or unusual design feature(s):

The Airbus Model A321 neo ACF and A321 neo XLR series airplanes will incorporate single occupant oblique seats, with airbag devices and 3-point restraints or pretensioner restraint system, installed at 49 degrees relative to the aircraft cabin bow-to-stern centerline.

Discussion

(Extracted from the discussion section of the 25-811-SC: as modified to correct applicant, and change airplane model. Pretensioner restraint related discussion has been added and extracted from the discussion section of the 25-861-SC.)  
Section 25.785(d) requires that each occupant of a seat installed at an angle of more than 18 degrees, relative to bow-to-stern airplane cabin centerline, must be protected from head injury using a seatbelt and an energy-absorbing rest that supports the arms, shoulders, head, and spine, or using a seatbelt and shoulder harness designed to prevent the head from contacting any injurious object.  
The Airbus Model A321 neo ACF and A321 neo XLR airplane’s single occupant oblique seat installation with airbag devices and 3-point restraint or pretensioner restraint system is novel such that the current requirements do not adequately address airbag or pretensioner devices and protection of the occupant’s neck, spine torso, and legs for seating configurations that are positioned at an angle of 49 degrees from the airplane centerline. The seating configuration installation angle is beyond the installation-design limits of current special conditions issued for seat positions at angles between 18 degrees and 45 degrees. For example, at these angles, lateral neck bending and other injury mechanisms prevalent from a fully side-facing installation become a concern. To account for these concerns, these special conditions are based on FAA policy statement PS-AIR-25-27, “Technical Criteria for Approving Obliques seats” as well as policy statement PS-ANM-25-03-R1, “Technical Criteria for Approving Side-Facing Seats.”  
To provide a level of safety equivalent to that afforded to the occupants of forward and aft-facing seats, additional airworthiness standards, in the form of dynamic testing requirements, including both the injury criteria limits from the oblique-seat policy and the fully side-facing seat policy through new special conditions are necessary.  
Other restraint systems have been used to comply with the occupant injury criteria of § 25.562(c)(5). For instance, shoulder harnesses have been widely used on flight-attendant seats, flight-deck seats, in business jets, and in general-aviation airplanes to reduce occupant head injury in the event of an emergency landing. Special conditions, pertinent regulations, and published guidance relate to other restraint systems. However, the use of pretensioners in the restraint system on transport-airplane seats is a novel design.  
Pretensioner technology involves a step-change in loading experienced by the occupant for impacts below and above that at which the device deploys, because activation of the shoulder harness, at the point at which the pretensioner engages, interrupts upper-torso excursion. Such excursion could result in the head-injury criteria (HIC) being higher at an intermediate impact condition than that resulting from the maximum impact condition corresponding to the test conditions specified in § 25.562. See condition a.3 in these special conditions.  
The ideal triangular maximum-severity pulse is defined in Advisory Circular (AC) 25.562–1B, “Dynamic Evaluation of Seat Restraint Systems and Occupant Protection on Transport Airplanes”. For the evaluation and testing of less-severe pulses for purposes of assessing the effectiveness of the pretensioner setting, a similar triangular pulse should be used with acceleration, rise time, and velocity change scaled accordingly. The magnitude of the required pulse should not deviate below the ideal pulse by more than 0.5g until 1.33 t1 is reached, where t1 represents the time interval between 0 and t1 on the referenced pulse shape, as shown in AC 25.562–1B. This is an acceptable method of compliance to the test requirements of the special conditions.  
Additionally, the pretensioner might not provide protection, after actuation, during secondary impacts. Therefore, the case where a small impact is followed by a large impact should be addressed. If the minimum deceleration severity at which the pretensioner is set to deploy is unnecessarily low, the protection offered by the pretensioner may be lost by the time a second, larger impact occurs.  
Conditions a through g address occupant protection in consideration of the oblique-facing seats. Condition h addresses airbag systems. Conditions i.1 through i.3 ensures that the pretensioner system activates when intended and protects a range of occupants under various accident conditions. Conditions i.4 through i.9 addresses maintenance and reliability of the pretensioner system, including any outside influences on the mechanism, to ensure it functions as intended.  
These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

The proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

Applicability

As discussed above, these proposed special conditions are applicable to the model for which they are issued. 1[Should the type certificate for that model be amended later to include any other model that incorporates] 2 or 3[Should the type certificate for that model be amended later to include any other model that incorporates the same novel or unusual design feature, or should any other model already included on the same type certificate be modified to incorporate] 4[Should the applicant apply for a supplemental type certificate to modify any other model included on the same type certificate to incorporate] the same novel or unusual design feature, these special conditions would apply to the other model as well.

Conclusion

This action affects only (a) certain novel or unusual design feature(s) on one model if applicable: series of airplanes. It is not a rule of general applicability 4[and affects only the applicant who applied to the FAA for approval of these features on the airplane].

List of Subjects in 14 CFR Part 21

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

Authority Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701, 44702, and 44704.

The Proposed Special Conditions

Accordingly, the Federal Aviation Administration (FAA) proposes the following special conditions as part of the type certification basis for Airbus Model A321 neo ACF and A321 neo XLR if applicable: series airplanes 4[, as modified by Airbus S.A.S].

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for the Airbus Model A321 neo ACF and A321 neo XLR series airplanes.  
In addition to the requirements of §§ 25.562 and 25.785, passenger seats with airbag devices and 3-point restraints or pretensioner restraints, installed at an angle 49 degrees from the aircraft centerline must meet the following:  
Head Injury Criteria (HIC)  
HIC assessments are required only for head contact with the seat and other structure.  
Compliance with § 25.562(c)(5) is required, except that, when an airbag device is present in addition to the 3-point restraint system, and the anthropomorphic test dummy (ATD) has no apparent contact with the seat and other structure but has contact with the airbag, a HIC score in excess of 1,000 is acceptable, provided the HIC15 score (calculated in accordance with 49 CFR 571.208) for that contact is less than 700.  
ATD head contact with the seat or other structure, through the airbag (if installed), or contact subsequent to contact with the airbag, requires an HIC value not exceeding 1,000.  
The HIC value must not exceed 1,000 in any condition in which the airbag or pretensioner (if installed) does or does not deploy, up to the maximum severity pulse specified by the existing requirements.  
To accommodate a range of occupant heights (5th percentile female to 95th percentile male), any surface, airbag or otherwise, that provides support for the occupant head must provide that support in a consistent manner regardless of occupant stature. Otherwise, additional HIC assessment tests may be needed.  
Body-to-Wall/Furnishing Contact  
If a seat is installed aft of structure, such as an interior wall or furnishing that does not provide a homogenous contact surface for the expected range of occupants and yaw angles, then additional analysis and tests may be required to demonstrate that the injury criteria are met for the area an occupant could contact. For example, different yaw angles could result in different injury considerations and airbag performance, and may require additional analysis, or separate tests may be necessary to evaluate performance.  
Neck Injury Criteria  
The seating system must protect the occupant from experiencing serious neck injury. The assessment of neck injury must be conducted with the airbag device activated, unless there is reason to also consider that the neck injury potential would be higher for impacts below the airbag device deployment threshold.  
Rotation of the head about its vertical axis, relative to the torso, is limited to 105 degrees in either direction from forward-facing.  
The neck must not impact any surface that would produce concentrated loading on the neck.  
Assess neck injury for fore and aft neck bending using an FAA Hybrid III ATD, as described in SAE 1999–01–1609, “A Lumbar Spine Modification to the Hybrid III ATD for Aircraft Seat Tests,”, applying the following criteria:  
The Nij, calculated in accordance with 49 CFR 571.208, must be below 1.0, where Nij = Fz /Fzc + My/Myc, and Nij critical values are:  
Fzc = 1,530 lbs (6805 N) for tension  
Fzc = 1,385 lbs (6160 N) for compression  
Myc = 229 lb-ft (301 Nm) in flexion  
Myc = 100 lb-ft (136 Nm) in extension  
In addition, peak upper-neck Fz must be below 937 lbs (4168 N) in tension and 899 lbs (3999 N) in compression.  
When lateral neck bending is present, assess it using an ES–2re ATD as defined by 49 CFR part 572, subpart U. The data must be filtered at channel frequency class (CFC) 600 as defined in SAE Recommended Practice J211–1, “Instrumentation for Impact Test Part 1- Electronic Instrumentation:”  
The upper-neck tension force at the occipital condyle (O.C.) location must be less than 405 lbs (1,800 N).  
The upper-neck compression force at the O.C. location must be less than 405 lbs (1,800 N).  
The upper-neck bending torque about the ATD x-axis at the O.C. location must be less than 1,018 in-lbs (115 Nm).  
The upper-neck resultant shear force at the O.C. location must be less than 186 lbs (825 N).  
Spine and Torso Injury Criteria  
The seating system must protect the occupant from experiencing spine and torso injury. The assessment of spine and torso injury must be conducted with the airbag device activated, unless it is necessary to also consider that the occupant-injury potential would be higher for impacts below the airbag-device deployment threshold.  
Assess spine and torso injury, for oblique torso bending, using an FAA Hybrid III ATD, applying the following criteria:  
The lumbar spine tension (Fz) cannot exceed 1,200 lbs (5338 N).  
Significant concentrated loading on the occupant's spine, in the area between the pelvis and shoulders during impact, including rebound, is not acceptable. During this type of contact, the interval for any rearward (X direction) acceleration exceeding 20g must be less than 3 milliseconds, as measured by the thoracic instrumentation specified in 49 CFR part 572, subpart E, filtered in accordance with SAE Recommended Practice J211–1.  
When lateral torso bending is present, assess spine and torso injury using an ES–2re ATD, applying the following criteria:  
Thoracic: The deflection of any of the ES–2re ATD upper, middle, and lower ribs must not exceed 1.73 inches (44 mm). Process the data as defined in Federal Motor Vehicle Safety Standards (FMVSS) 571.214, title 49 of the CFR.  
Abdominal: The sum of the measured ES–2re ATD front, middle, and rear abdominal forces must not exceed 562 lbs (2,500 N). Process the data as defined in FMVSS 571.214.  
Upper-torso support: The lateral flexion of the ATD torso must not exceed 40 degrees from the normal upright positions during impact.  
Pelvic Criteria  
The seating system must protect the occupant from experiencing pelvis injury.  
Any part of the load-bearing portion of the bottom of the ATD pelvis must not translate beyond the edges of the seat bottom seat-cushion supporting structure.  
When pelvis contact with the armrest or surrounding interior components is present, assess it using an ES–2re ATD. The pubic symphysis force measured by the ES–2re ATD must not exceed 1,350 lbs (6,000 N). Process the data as defined in FMVSS 571.214.  
Femur Criteria  
Limit axial rotations of the upper leg (about the z-axis of the femur, per SAE Recommended Practice J211–1) to 35 degrees from the nominal seated position. Evaluation during rebound does not need to be considered.  
ATD and Test Condition  
Perform longitudinal tests, conducted to measure the injury criteria above, using the FAA Hybrid III ATD or using the ES–2re ATD. Conduct the tests with the undeformed floor, at the most-critical yaw cases for injury, and with all lateral structural supports (e.g., armrests or walls) installed.  
For longitudinal tests conducted in accordance with § 25.562(b)(2), to show compliance with the seat-strength requirements of § 25.562(c)(7) and (8), and these special conditions, to ensure proper loading of the seat by the occupant, the ATD pelvis must remain supported by the seat pan, and the restraint system must remain on the pelvis of the ATD until rebound begins. No injury criteria evaluation is necessary for tests conducted only to assess seat-strength requirements.  
If a seat installation includes adjacent items that are within contact range of an occupant, assess the injury potential of that contact. To make this assessment, tests may be conducted to include the actual contact item, located and attached in a representative fashion. Alternatively, the injury potential may be assessed through a combination of tests with contact items having the same geometry as the actual contact item, but having stiffness characteristics that would create the worst case for injury, such as injuries due to both contact with the item and lack of support from the item.  
Conduct the combined horizontal and vertical test, required by § 25.562(b)(1) and these special conditions, with a Hybrid II ATD (49 CFR part 572, subpart B, as specified in § 25.562) or equivalent.  
The design and installation of seat belt buckles must prevent unbuckling due to applied inertial forces, or impact from seat occupant hands and arms, during an emergency landing.  
Inflatable Airbag-Restraint System Special Conditions (when installed):  
An inflatable airbag-restraint system must meet the requirements of Special Conditions No. 25-375-SC, “Airbus A318, A319, A320 and A321 Series Airplanes Inflatable Restraints.”  
Pretensioner System Special Conditions (when installed):  
Protection During Secondary Impacts:  
The pretensioner activation setting must be demonstrated to maximize the probability of the protection being available when needed, considering secondary impacts.  
Protection of Occupants Other than 50th Percentile:  
Protection of occupants for a range of stature from a 2-year-old child to a 95th percentile male must be shown. For shoulder harnesses that include pretensioners, protection of occupants other than a 50th percentile male may be shown by test or analysis. In addition, the pretensioner must not introduce a hazard to passengers due to the following seating configurations:  
The seat occupant is holding an infant.  
The seat occupant is a child in a child-restraint device.  
The seat occupant is a pregnant woman.  
Occupants Adopting the Brace Position:  
Occupants in the traditional brace position when the pretensioner activates must not experience adverse effects from the pretensioner activation.  
Inadvertent Pretensioner Actuation:  
The probability of inadvertent pretensioner actuation must be shown to be extremely remote (i.e., average probability per flight hour of less than 10− 7).  
The system must be shown not susceptible to inadvertent pretensioner actuation as a result of wear and tear, or inertia loads resulting from in-flight or ground maneuvers likely to be experienced in service.  
The seated occupant must not be seriously injured as a result of inadvertent pretensioner actuation.  
Inadvertent pretensioner activation must not cause a hazard to the airplane, nor cause serious injury to anyone who may be positioned close to the retractor or belt (e.g., seated in an adjacent seat or standing adjacent to the seat).  
Availability of the Pretensioner Function Prior to Flight:  
The design must provide means for a crewmember to verify the availability of the pretensioner function prior to each flight, or the probability of failure of the pretensioner function must be demonstrated to be extremely remote (i.e., average probability per flight hour of less than 10-7 between inspection intervals.  
Incorrect Seat Belt Orientation:  
The system design must ensure that any incorrect orientation (twisting) of the seat belt does not compromise the pretensioner protection function.  
Contamination Protection:  
The pretensioner mechanisms and controls must be protected from external contamination associated with that which could occur on or around passenger seating.  
Prevention of Hazards:  
The pretensioner system must not induce a hazard to passengers in case of fire, nor create a fire hazard, if activated.  
Functionality After Loss of Power:  
The system must function properly after loss of normal airplane electrical power, and after a transverse separation in the fuselage at the most critical location. A separation at the location of the system does not have to be considered.  
General Test Guidelines  
The determination of the appropriate ATD to be used to assess occupant injury (FAA Hybrid III or ES-2re) will be based on the occupant kinematics at the selected test angle. At the +10 degree yaw angle, the occupant kinematics show that occupant injury tests using both ATD’s is required.  
Conduct vertical tests with the Hybrid II ATD or equivalent, with existing pass/fail criteria.  
Conduct longitudinal structural tests with the Hybrid II ATD or equivalent, deformed floor, with 10 degrees yaw, and with all lateral structural supports (e.g., armrests or walls) that are required to support the occupant.  
Conduct longitudinal occupant injury tests, as necessary, with the Hybrid III ATD and/or ES-2re ATD, undeformed floor, yaw, and with all lateral structural supports (e.g., armrests or walls) critically represented which are within the contact range of the occupant.  
Pass/fail injury assessments:  
Perform HIC, fore/aft neck injury, spinal tension, and femur evaluations using an FAA Hybrid III ATD.  
Perform lateral neck injury, thoracic, abdominal, pelvis, and femur evaluations using an ES-2re ATD.  
For injury assessments accomplished by testing with the ES-2re ATD for longitudinal test(s) conducted in accordance with § 25.562(b)(2) and these special conditions, the ATDs must be positioned, clothed, and have lateral instrumentation configured as follows:  
ES-2re ATD Lateral Instrumentation:  
The rib-module linear slides are directional (i.e., deflection occurs in either a positive or negative ATD y-axis direction). Install the modules such that the moving end of the rib module is toward the front of the airplane. Install the three abdominal-force sensors such that they are on the side of the ATD toward the front of the airplane.  
ATD Clothing:  
Clothe each ATD in form-fitting cotton stretch garments with short to full length sleeves, mid-calf to full length pants, and size 11E (45) shoes weighing about 2.5 lbs (1.1 kg) and having a heel height of about 1.5 inches (3.8 cm). The color of the clothing should be in contrast to the color of the restraint system and the background. The color of the clothing should be chosen to avoid overexposing the high speed images taken during the test. The ES-2re jacket is sufficient for torso clothing, although a form-fitting shirt may be used in addition, if desired.  
ATD Positioning:  
Lower the ATD vertically into the seat while simultaneously:  
Aligning the midsagittal plane (a vertical plane through the midline of the body; dividing the body into right and left halves) with approximately the middle of the seat place.  
Keeping the upper legs horizontal by supporting them just behind the knees.  
Applying a horizontal x-axis direction (in the ES-2re ATD coordinate system) force of about 20 lbs (89 N) to the bottom rib of the ES-2re, to compress the seat back cushion.  
After all lifting devices have been removed from the ATD:  
Rock it slightly to settle it in the seat.  
Bend the knees of the ATD.  
Separate the knees by about 4 inches (100 mm).  
Set the ATD’s head at approximately the midpoint of the available range of z-axis rotation (to align the head and torso midsagittal planes).  
Position the ATD’s arms at the joint’s mechanical detent, to position them to an approximately 20 to 40 degree angle with respect to the torso.  
Position the feet such that the centerlines of the lower legs are approximately parallel.  
Special Conditions Worksheet – Appendix A  
Crosswalk Table  
CROSSWALK TABLE FOR DEMONSTRATING DRAFT FINAL SPECIAL CONDITIONS, REQUEST FOR COMMENT ARE “SUBSTANTIALLY IDENTICAL” TO PREVIOUSLY-ISSUED SCs AS REQUIRED BY 14 CFR 11.38(b)  
Instructions:  
• List at least three previously issued “substantially identical” special conditions, and the new special conditions in the table below.  
• If you do not have three “substantially identical” special conditions, SME should request a notice of proposed special conditions.  
• Highlight in yellow the subject words, phrases, or sentences in previously issued special conditions that are different from the proposed “substantially identical” special conditions.  
• Highlight in Green the subject words, phrases, or sentences in the new special conditions that are “substantially identical” but not exactly identical.  
• Give a detailed explanation of why the change can be considered “substantially identical”.  
Note: This crosswalk table is only required if the proposed final special conditions, request for comment are “substantially identical”. If previous special conditions are Identical, this worksheet is not required. SME can disregard Appendix A of the SC worksheet and draft final special conditions, request for comments.  
IN CHRONOLOGICAL ORDER:

**[Note that the OFR Document Drafting Handbook (DDH) recommends no more than 3 paragraph-numbering levels. The following indicate autonumbering style names in the style sheet. NOTE: OFR does not accept what they call “autonumbering”. Numbering should use SC Text style and be hand-numbered. If previous SCs have been issued, its acceptable to use that numbering if it differs from the sample below. All numbering should be aligned left without indents for each paragraph.**

(a) First level

(1) Second level

(i) Third level

(A) Fourth level

(1) Fifth level

(i) Sixth level

If SME is from the Technical Policy Branch, AIR-620:

Issued in Kansas City, Missouri, on date.

Patrick R. Mullen,

Manager, Technical Policy Branch,

Policy and Standards Division,

Aircraft Certification Service.

If SME is from the Systems Policy Branch, AIR-630:

Issued in Washington, DC, on date.

Brian Cable,

Manager, Organization and System Policy Branch,

Policy and Standards Division,

Aircraft Certification Service.

If an Acting Manager signs the SC, use this signature block:

Issued in City, State, on date.

Signatory name,

Acting Manager, branch name: Technical Policy Branch OR Organization and System Policy Branch,

Policy and Standards Division,

Aircraft Certification Service.