



U.S. Department
of Transportation
Federal Aviation
Administration

Policy Statement

Subject: Seats Not Occupiable
During Taxi, Take-Off and Landing

Date: (mm/dd/yy)

Initiated By: AIR-624

Policy No:
PS-AIR-25-48

1 SUMMARY

This policy statement provides optional means of compliance (MOC) and equivalent level of safety (ELOS) approaches for showing compliance with title 14, Code of Federal Regulations (14 CFR) Part 25 regulations for proposed seats that would not be occupiable during taxi, take-off, and landing (TT&L). This policy statement refers to such seats as non-TT&L seats.

2 CURRENT REGULATORY AND ADVISORY MATERIAL

- 2.1 The Part 25 regulations that are applicable to seats are also applicable to non-TT&L seats except for regulations that state otherwise, such as §§ 25.562(b) and 25.813(e) and (f). This policy statement provides guidance on the following regulations applicable to proposed non-TT&L seat installations and related placards: §§ 25.561, 25.785(d),(f),(i),(k), 25.789(a), 25.791(b), 25.1301(a)(2), 25.1447(c), and 25.1541.
- 2.2 This is a guidance document. Its contents are not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance document is voluntary only. Nonconformity will not affect rights and obligations under existing statutes and regulations.

3 RELEVANT PAST PRACTICE

The interiors of transport airplanes, particularly those with executive interiors, have evolved to include cabin features with contours and other properties (e.g., padding) such that passengers may use them as seats during flight. Some of these cabin features will serve as seats except during TT&L, and others won't serve as seats at all. The FAA previously provided guidance on these installations to applicants on a case-by-case basis. However, the FAA determined that published guidance would assist applicants and the agency.

4 POLICY

4.1 This policy statement provides guidance on acceptable means of showing compliance for non-TT&L seats with certain Part 25 regulations that are applicable to all seats:

- Section 25.561(d) requires seats, items of mass, and their support structure not deform under specified emergency landing loads in any manner that would impede subsequent rapid evacuation. This regulation requires consideration of the weight of a non-TT&L seat without an occupant sitting in it.
- Section 25.785(d) requires that seats protect occupants from head injury by a safety belt, and by other features depending on the seats type, location and facing angle. In regard to the § 25.785(d)(2) requirement to eliminate injurious objects within striking radius of the head, the FAA considers that in-flight loads would not produce enough energy to cause head injury from blunt trauma. However, projecting objects (e.g., edges) that would injure seated persons must be padded or eliminated. Section 25.785(k) also requires the padding of projecting objects that would injure persons seated or moving about the airplane in normal flight.
- Section 25.785(f) requires each seat, its supporting structure, and each safety belt or harness and its anchorage, be designed for a 170 lb. occupant for each “relevant” flight and ground load condition, including the emergency landing conditions prescribed by 25.561. However, these emergency landing conditions are not “relevant” for showing compliance with § 25.785(f) for a 170 lb. occupant in a non-TT&L seat but are applicable for showing the cabin feature without a seated person meets § 25.561.
- Section 25.785(i) requires each safety belt to have a metal-to-metal latching device.
- Section 25.789(a) requires means be provided to prevent each item of mass that is part of the airplane design (which includes seats) from becoming a hazard by shifting under the “appropriate” maximum load factors corresponding to the specified flight and ground load conditions, and to the emergency landing conditions of § 25.561(b). The weight of a 170 lb. occupant in the non-TT&L seat should be considered when showing compliance for flight load conditions. The weight of the non-TT&L seat without an occupant is appropriate for showing compliance for the ground load conditions and emergency landing conditions of § 25.561(b).
- Section 25.791 requires signs that notify when to fasten seat belts, and that these signs, when illuminated, be legible under all probable conditions of cabin illumination to each person seated in the cabin.
- Section 25.1447(c) requires an oxygen dispensing unit connected to oxygen supply terminals be immediately available to each occupant of a seat.

4.2 Special Federal Aviation Regulations (SFAR) 109, section 2(a) contains requirements for airplanes that have more than 60 passenger seats due to some of the seats being non-TT&L seats. The optional MOC and ELOS approaches in this policy statement are

applicable to non-TT&L seat installations independent of the airplane passenger capacity.

4.3 The following is an acceptable method of compliance to ensure that persons do not occupy non-TT&L seats during TT&L—

- Install a placard to clearly mark each non-TT&L seat that occupancy in it is not allowed during TT&L. The placard must be put in a conspicuous place and not be easily erased, disfigured, or obscured in accordance with §§ 25.1301(a)(2) and 25.1541;
- Install a placard with appropriate contrasting color in a conspicuous place in the entryway of the airplane or in the flight deck that indicates the maximum passenger capacity of the airplane in accordance with § 25.1541; and
- Identify in the airplane flight manual any seats in the passenger cabin that cannot be safely occupied during TT&L in accordance with § 25.1541.

4.4 The FAA does not consider all cabin features that can be sat on to be a seat, and in those cases, the Part 25 seat requirements are not applicable. An identifying feature of a seat is a padded area intended to provide comfort for a person while seated. However, that is not a sufficient definition to determine if a cabin feature should be considered a seat or not. To provide a better understanding, the FAA provides the below examples and information. If it is still unclear if a cabin feature is a seat or not, coordinate with the FAA. A placard may be needed to indicate that a cabin feature is not a seat.

4.4.1 The FAA considers the below examples to be non-TT&L seats that must meet the applicable Part 25 seat regulations:

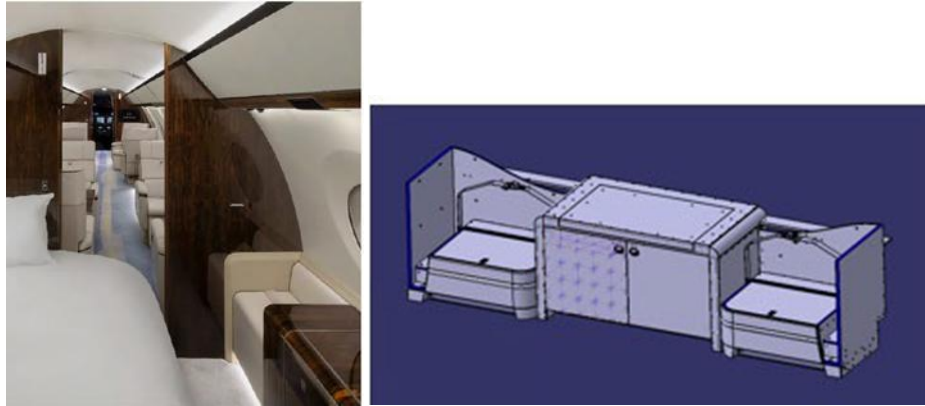


Figure 1: Credenzas with Non-TT&L Seats Attached¹



Figure 2: Toilet with Padded Seat Covering¹

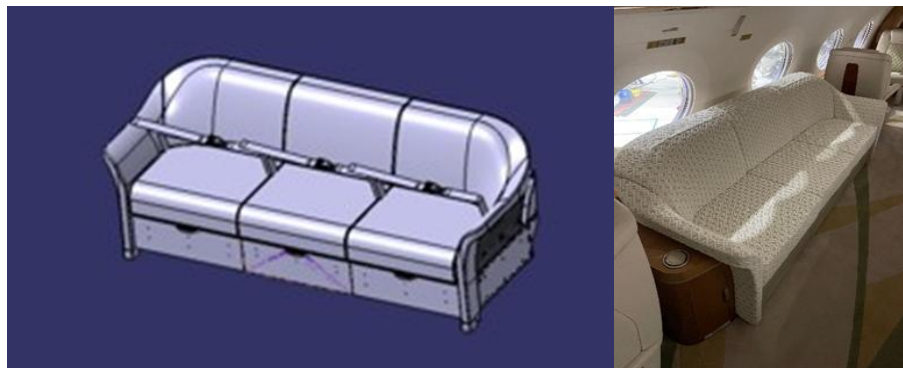


Figure 3: Customized Sofa¹

¹ Gulfstream Aerospace Corporation letter G-CAO-24-100517 dated March 4, 2024 provides permission to use images.

- 4.4.2 The below cabin features are examples where the determination of whether they are non-TT&L seats or not is unclear. For cabin features like these, either show compliance to the applicable Part 25 seat regulations or install a “Not a Seat” placard in a conspicuous place on or near it that is not easily erased, disfigured, or obscured in accordance with §§ 25.1301(a)(2) and 25.1541. The applicant may use alternative wording to “Not a Seat”. Note that a placard stating “Not a Seat” may only be used for cabin features where that statement would be credible. It is not acceptable to install a “Not a Seat” placard to avoid showing compliance with the applicable Part 25 seat regulations for the examples in section 4.4.1.



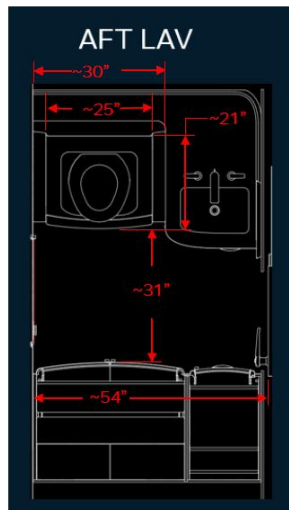
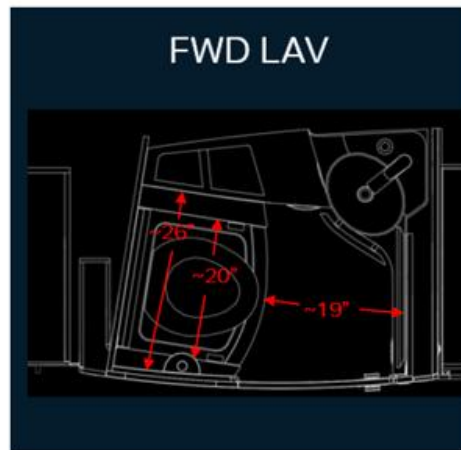
Figure 4: Ottomans¹



Figure 5: Credenzas with Padding¹



Figure 6: Toilet with Padded Seat Covering¹



Note: A significant reason for accepting a “Not a Seat” placard for these installations is their location within the lavatory. The FAA would need to evaluate similar installations in the cabin that are outside of the lavatory to determine if similar acceptance could be made for them.

Figure 7: Cabin Features in Lavatory¹

- 4.4.3 The FAA does not generally consider cabin features such as ledges and unpadded tables, cabinets, and credenzas to be seats.
- 4.5 Equivalent level of safety with § 25.785(d) for Non-TT&L seat installations (optional).
- 4.5.1 Section 25.785(d) requires seats that make more than an 18° angle with the vertical plane containing the airplane centerline to protect from head injury by a safety belt and either an energy absorbing rest or a shoulder harness. That provision makes no

distinction between seats that are occupiable during TT&L and those that are not. The FAA considers that an ELOS in accordance with § 21.21(b)(1) for § 25.785(d) is established for proposed designs that do not include an energy absorbing rest or shoulder harness by the following compensating features:

- Installation of a placard preventing occupancy of the seat during TT&L that is in a conspicuous place and not easily erased, disfigured, or obscured in accordance with §§ 25.1301(a)(2) and 25.1541, and
- The elimination of any injurious object within the striking radius of the head.

4.5.2 For applicants that elect to use this ELOS approach, the FAA will list this policy statement number in the type certificate data sheet under the certification basis section or on the supplemental type certificate in the limitations and conditions section as applicable. An example of an appropriate statement is as follows:

§ 25.785(d) Seats, berths, safety belts and harnesses (documented in Policy Statement PS-AIR-25-48).

5 EFFECT OF POLICY

- 5.1 The contents of this policy statement do not have the force and effect of law and are not meant to bind the public in any way. This policy statement is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.
- 5.2 This policy statement does not constitute a new regulation. Agency employees and their designees and delegations should not depart from this policy statement without the concurrence of the policy issuing office. The authority for FAA employees and designees to deviate from this policy is delegated to the Director of the Policy and Standards Division.
- 5.3 If a proposed method of compliance appears to differ from the guidance expressed in this policy statement, the reviewing office should coordinate any proposed approval or compliance finding with the policy-issuing office. Conversely, if a proposed method of compliance that appears to follow this policy statement should not be approved, in the opinion of the reviewing office, then the reviewing office should coordinate any proposed denial with the policy issuing office.
- 5.4 Additional information on the effect of FAA policy statements may be found in FAA Order IR 8100.16, Aircraft Certification Service Policy Statement, Policy Memorandum, and Deviation Memorandum Systems.

6 IMPLEMENTATION

This policy discusses compliance methods that may be applied to type certificate, amended type certificate, supplemental type certificate, and amended supplemental type

certification programs. The compliance methods apply to those programs with an application date that is on or after the effective date of the final policy. If the date of application precedes the effective date of the final policy, and the methods of compliance have already been coordinated with and approved by the FAA or its designee, the applicant may choose to either follow the previously acceptable methods of compliance or follow the guidance contained in this policy.

7 **CONCLUSION**

This policy statement provides optional MOC and ELOS approaches with Part 25 regulations applicable to non-TT&L seats.

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