



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

Memorandum

Subject: **ACTION:** Equivalent Level of Safety, SIAI
Marchetti S211A, 14 CFR Part 23, § 23.1557(d);
Miscellaneous Markings and Placards; Finding No.
ACE-95-9

Date:

APR 06 1995

From: Manager, Standards Office, ACE-110

Reply to
Attn. of:

To: Manager, Small Airplane Directorate, ACE-100

This memo documents concurrence with an equivalent level of safety to 14 CFR Part 23, § 23.1557(d).

BACKGROUND:

The SIAI Marchetti Model S211A is a two-place (tandem), all metal, mid-wing cantilevered, retractable gear, pressurized, single turbofan engine airplane with a maximum weight of 6,394 pounds intended for specialized military (public aircraft) operations as a Part 23 airplane in the Acrobatic Category. SIAI Marchetti, with the S211A, is competing for the Joint Primary Aircraft Training System (JPATS) contract. The S211A is equipped with Martin Baker MK-10 ejection seats.

APPLICABLE REGULATIONS:

Section 23.1557(d) contains requirements for emergency exit placards. Each placard and operating control for each emergency exit must be red. A placard must be near each emergency exit control and must clearly indicate the location of that exit and its method of operation.

DISCUSSION:

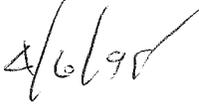
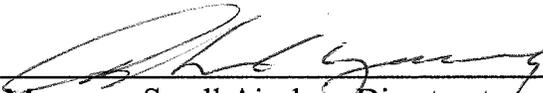
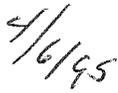
The attached figure from SIAI Marchetti is from the Airplane Flight Manual (AFM) and illustrates that function and the position of the ejection seat handles and controls, as well as their marking and colors. The markings conform to Military Handbook MIL-M-18012B, paragraph 3.1.9, Immediate Action Controls. All emergency handles are in alternate stripes of orange-yellow and black. The Seat Firing Lock-pin (safety) is red.

FAA'S POSITION:

While civilian aircraft use red for emergency exits, the military uses alternating stripes of orange-yellow and black for their emergency exits. This convention has worked reliably for years. Because of the unusual nature of this airplane, a two-place training/acrobatic, the FAA does not foresee operations where the confusion between emergency exit markings would reduce the level of safety intended by the original requirements.

The certification basis will include an equivalent level of safety finding for § 23.1557(d).

CONCURRED BY:

	
_____ Manager, Standards Office, ACE-110	_____ Date
	
_____ Manager, Small Airplane Directorate Aircraft Certification Service, ACE-100	_____ Date

**SECTION 2
LIMITATIONS**

**SIAI Marchetti
S 211A**

On the Ejection Seat:

- 1 Emergency oxygen control handle
(Pull up to operate)
- 2 Go-forward control lever
(Pull up knob to operate)
- 3 Leg restraint line release lever
(Pull back to release)
- 4 Snubber release levers
(Lift to adjust leg restraint lines)
- 5 Firing handle safety pin
(Depress button and withdraw)
- 6 Seat pan actuator control switch
(Up to raise - down to lower)
- 7 Manual separation handle
(Depress thumb button and pull upward)
- 8 Seat firing handle

