

	DISPOSITION OF PUBLIC COMMENTS ON DRAFT POLICY STATEMENT ANM-115-05-5, POLICY STATEMENT ON ACCEPTANCE OF A COMPONENT TEST METHOD TO DEMONSTRATE COMPLIANCE WITH § 25.562(C)(2) FOR REPLACEMENT SEAT BOTTOM CUSHIONS	
Commenter	Comment	Disposition
Mark Bathie, Airworthiness Standards Branch, Civil Aviation Safety Authority Australia	<p>This proposed policy has been assessed and is supported with the following comment:</p> <ul style="list-style-type: none"> - <u>Changes to Technical Standard Order (TSO) Approved Seats</u> For clarity, reference to TSO approved seats should specify Type A seats rather than begin left unstipulated. It could be interpreted that Type B, C1 and C2 seats are applicable to this policy. 	Concur. The memo has been revise.
Mark Bathie, Airworthiness Standards Branch, Civil Aviation Safety Authority Australia	<p>Whilst it is appreciated that this is a policy generated by the Transport Airplane Directorate for Transport Category aircraft using research based on 14g dynamic tests, CASA would like to encourage the expansion of this policy, or alternatively generate new policies, to encompass component methods for replacement seat bottom cushions for Normal, Utility and Acrobatic categories (Part 23) and Rotorcraft categories (Parts 27 & 29).</p> <p>CASA encourages all research and policies that endeavour to lower costs to the aviation industry whilst maintaining the required level of aviation safety.</p>	The proposed policy memo has been given to the Small Airplane and Rotorcraft Directorates so that they can assess its applicability to parts 23, 27 and 29. CASA's comment has also been provided to these organizations. The Small Airplane and Rotorcraft Directorates will issue separate policy if it is determine to be acceptable for demonstrating compliance with parts 23, 27 and/or 29.
Tom Knott, Neenah, WI	<p>I would like to comment in favor of this policy statement regarding replacement seat bottom cushions. This will certainly provide much-needed clarification on the requirements for the refurbishment of aircraft interiors. There has been much confusion, and hopefully this will lead to aircraft that maintain their original level of occupant protection.</p> <p>Many thanks to the FAA for funding the research leading to report DOT/FAA/AR-05/5.I.</p>	N/A
GAMA	Industry encourages the FAA to pursue the component testing of non-monolithic and floatation cushions...Industry encourages the FAA to document and release other data generated during the research on seat bottom cushions, specifically dynamic test data, in order for Industry to	The FAA is currently researching laminated (multiple layer), flotation cushions and will publish a research report upon its completion. If favorable results are found, the FAA intends to issue a separate policy memo to approve a method of compliance for these other cushions.

	<p>have all the data available for potential policy refinement in the future.</p>	<p>GAMA was contacted subsequent to this comment and indicated that the data they are requesting is being gathered and documented by the FAA Civil Aerospace Medical Institute (CAMI). The FAA will make this non-proprietary data available to the public.</p>
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