

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****[Policy Statement No. ANM-115-05-005]****Policy Statement on Acceptance of a Component Test Method To Demonstrate****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of final policy.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of final policy on a component method for demonstrating that a seat with a replacement bottom cushion complies with § 25.562(c)(2). This policy addresses non-flotation monolithic (single layer) cushions.

DATES: This final policy was issued by the Transport Airplane Directorate on August 9, 2005.

FOR FURTHER INFORMATION CONTACT: Michael T. Thompson, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Standardization Branch, ANM-113, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-1157; fax (425) 227-1232; e-mail; Michael.t.thompson@faa.gov.

SUPPLEMENTARY INFORMATION:**Disposition of Comments**

A notice of proposed policy; request for comments, was published in the **Federal Register** on April 11, 2005 (70 FR 18453). Three commenters responded to the request for comments.

Background

Historically, substantiating changes to the bottom cushion of a seat certificated to § 25.562 that could affect the lumbar load typically required a full-scale 14g downward dynamic test using the actual seat. Industry desired a quicker and less expensive method in lieu of full scale testing. As a result, the FAA funded a research project to develop a component test methodology for demonstrating that a replacement bottom cushion would not produce a higher lumbar load than a certificated bottom cushion for a seat certificated to § 25.562. This research resulted in an acceptable methodology that is documented in DOT/FAA/AR-05/5, I "Development and Validation of an Aircraft Seat Cushion Component Test—Volume I," dated March 2005. This method provides a simplified means of demonstrating compliance with § 25.562 and will streamline the seat certification process by reducing the costs and time associated with seat certification.

Seat bottom cushion changes must be evaluated to determine that compliance with § 25.562 is maintained when considering both the 14g downward test and the 16g longitudinal test specified in the regulation. This policy addresses demonstrating compliance with the lumbar load criteria of § 25.562(c)(2) that is determined in a 14g downward test.

The final policy memorandum as well as the disposition of public comments received is available on the Internet at the following address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you can obtain a copy of the final policy memorandum by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Renton, Washington, on August 9, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-16410 Filed 8-17-05; 8:45 am]

BILLING CODE 4910-13-M**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****[Policy Statement No. ANM-115-05-10]****Replacing Restraint Systems on Forward and Aft Facing Seats****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of final policy.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of final policy on Replacing Restraint Systems on Forward and Aft Facing Seats.

DATES: The final policy was issued by the Transport Airplane Directorate on August 10, 2005.

FOR FURTHER INFORMATION CONTACT: Mike Thompson, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Standardization Branch, ANM-113, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-1157; fax (425) 227-1232; e-mail; Michael.t.thompson@faa.gov.

SUPPLEMENTARY INFORMATION:**Disposition of Comments**

A notice of proposed policy was published in the **Federal Register** on April 11, 2005. Five (5) commenters responded to the request for comments.

Background

The FAA has issued Amendment 25-64 to provide an increased level of

safety to seated occupants. Seat performance, including the restraint system, under dynamic conditions as defined in § 25.562, is an important consideration of this amendment. Replacing a restraint system on a seat certified under § 25.562 requires new dynamic test(s) to be conducted using the actual seat. These dynamic tests can be costly and time-consuming. The FAA conducted research and found an acceptable new method of certifying restraint systems using a rigid seat fixture instead of the actual seat during dynamic tests. This method will significantly reduce the cost and time associated with certifying replacement restraint systems. This policy memorandum presents this new means of compliance.

The final policy as well as the disposition of public comments received are available on the Internet at the following address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Renton, Washington, on August 10, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-16409 Filed 8-17-05; 8:45 am]

BILLING CODE 4910-13-M**DEPARTMENT OF TRANSPORTATION****Pipeline and Hazardous Materials Safety Administration Office of Hazardous Materials Safety****Notice of Applications for Modification of Exemption****AGENCY:** Pipeline and Hazardous Materials Safety Administration, DOT.**ACTION:** List of applications for modification of exemption.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Material Regulations (49 CFR part 107, subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the application described herein. This notice is abbreviated to expedite docketing and public notice. Because the sections affected, modes of transportation, and the nature of application have been shown in earlier Federal Register publications, they are not repeated here. Request of modifications of exemptions (e.g. to