NOTIFICATION

Addendum

The following communication, dated 15 February 2022, is being circulated at the request of the delegation of the United States of America.

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**Title:** Special Conditions: The Boeing Company, Model 737-10 Airplane; Dynamic Test Requirements for Single-Occupant, Oblique (Side-Facing) Seats Installed at a 49-Degrees With Airbag Devices and 3-Point Restraints

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| **Reason for Addendum:** | |
| [  ] | Comment period changed - date: |
| [  ] | Notified measure adopted - date: |
| [X] | Notified measure published - date: 14 February 2022 |
| [X] | Notified measure enters into force - date: 14 February 2022 |
| [X] | Text of final measure available from[[1]](#footnote-1):  <https://www.govinfo.gov/content/pkg/FR-2022-02-14/html/2022-03012.htm>  <https://www.govinfo.gov/content/pkg/FR-2022-02-14/pdf/2022-03012.pdf>  <https://members.wto.org/crnattachments/2022/TBT/USA/final_measure/22_1629_00_e.pdf> |
| [  ] | Notified measure withdrawn or revoked - date:  Relevant symbol if measure re-notified: |
| [  ] | Content or scope of notified measure changed and text available from1:  New deadline for comments (if applicable): |
| [  ] | Interpretive guidance issued and text available from1: |
| [  ] | Other: |

**Description:** TITLE: Special Conditions: The Boeing Company, Model 737-10 Airplane; Dynamic Test Requirements for Single-Occupant, Oblique (Side-Facing) Seats Installed at 49 Degrees With Airbag Devices and 3-Point Restraints

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT)

ACTION: Final special conditions

SUMMARY: These special conditions are issued for The Boeing Company (Boeing) Model 737-10 airplane. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is single-occupant oblique seats with airbag devices and 3-point restraints, installed at 49 degrees relative to the airplane cabin bow-to-stern centerline. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. 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.  
  
Effective 14 February 2022.

This final special conditions and the notice of proposed special conditions notified as [G/TBT/N/USA/1814](http://tbtims.wto.org/en/Notifications/Search?ProductsCoveredHSCodes=&ProductsCoveredICSCodes=&DoSearch=True&ExpandSearchMoreFields=False&NotifyingMember=&DocumentSymbol=usa%2F1814&DistributionDateFrom=&DistributionDateTo=&SearchTerm=&ProductsCovered=&DescriptionOfContent=&CommentPeriod=&FinalDateForCommentsFrom=&FinalDateForCommentsTo=&ProposedDateOfAdoptionFrom=&ProposedDateOfAdoptionTo=&ProposedDateOfEntryIntoForceFrom=&ProposedDateOfEntryIntoForceTo=&ReasonForAddendum=) are identified by Docket Number FAA-2021-1023.  The Docket Folder is available on Regulations.gov at <https://www.regulations.gov/docket/FAA-2021-1023/document> and provides access to primary documents as well as comments received. Documents are also accessible from [Regulations.gov](http://www.regulations.gov/) by searching the Docket Number.

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1. This information can be provided by including a website address, a pdf attachment, or other information on where the text of the final/modified measure and/or interpretive guidance can be obtained. [↑](#footnote-ref-1)