



**Civil Aviation Authority of Papua New Guinea
Register of Airworthiness Directives**

PNG AD/Gen/012 Side Facing (SF) Seats – Improved Occupant Restraint.

Issue 1. 01/02/05

Applicability:

All aeroplanes fitted with sideward facing seats.

Requirement:

1. Modify the occupant restraint system to a scheme approved by CAA for each seat occupied during take-off or landing.
2. Install a placard prohibiting occupancy during take-off or landing for seats not modified in accordance with paragraph 1.

Notes.

a. A sideward facing seat is defined as one in which the plane of symmetry of the occupant makes more than an 18° angle with the vertical plane containing the airplane centreline when viewed from above.

b. Each occupant of a sideward facing seat should be protected from serious head injury when experiencing the inertia forces of FAR 23.561(b)(2) or FAR 25.561(b)(2), as applicable, by either a safety belt and energy absorbing rest that will support the head and torso or by a safety belt and shoulder harness that will prevent the head from contacting any injurious object. There should be adequate padding on any restraining bulkhead. Riding up of diagonal shoulder straps on the neck, which could cause neck injury, and location of attachments and rigidity of the seat support that could cause twisting and compression of the spine should be considered. For a multiple side-facing seat, a passenger seated immediately forward of another passenger cannot be considered an energy absorbing rest (human cushion).

Compliance: Forthwith.

WILSON SAGATI

Deputy Director – Aviation Safety Regulations

Note. This AD is based on Australian AD/General/64 Amendment 2.