

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Docket No. FAA–2022–1001]

**Request for Comments in Minimum Seat Dimensions Necessary for Safety of Air Passengers (Emergency Evacuation)**

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

**ACTION:** Request for comments.

**SUMMARY:** In 2018, Congress directed the FAA to, after notice and comment, issue such rules for minimum dimensions for passenger seats that are necessary for passenger safety. The FAA conducted simulated emergency evacuations, the results of which are in a publicly-available report. The FAA seeks public comment on the minimum seat dimensions that are necessary for passenger safety.

**DATES:** Written comments must be received on or before November 1, 2022.

**ADDRESSES:** Send comments identified by docket number FAA–2022–1001 using any of the following methods:

- *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.
- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- *Facsimile:* Fax comments to Docket Operations at (202) 493–2251.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

*Docket:* Background documents or comments received may be read at [www.regulations.gov](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington,

DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** For questions concerning this action, contact Mary Schooley, Aviation Safety, Federal Aviation Administration, 2200 S. 216th St, Des Moines, WA 98198, telephone: 206–231–3499, email: [AIR-seat-spacing-comments@faa.gov](mailto:AIR-seat-spacing-comments@faa.gov).

**SUPPLEMENTARY INFORMATION:****I. Background**

Section 577 of the FAA Reauthorization Act of 2018 (Pub. L. 115–254, “the Act”) directed the FAA to issue, after notice and comment, such rules as necessary for the safety of passengers with regard to the minimum dimensions, including seat pitch, width, and length, of passenger seats on aircraft operated by air carriers in interstate air transportation or intrastate air transportation. Section 577 recognizes the FAA’s statutory mission of safety in air commerce. 49 U.S.C. 44701. To gather data in furtherance of the agency’s implementation of Section 577 of the Act, the FAA conducted simulated emergency evacuations at the FAA’s Civil Aerospace Medical Institute (CAMI) and produced a report.

Additionally, Section 337 of the Act directed the FAA to review, with stakeholders, the evacuation certification of transport-category aircraft used in air transportation, and report the results of the review to Congress. In support of the agency’s compliance with Section 337 of the Act, the FAA chartered the Emergency Evacuation Standards Aviation Rulemaking Committee (ARC) to gather the stakeholders needed to perform the required review of evacuation issues. The ARC submitted a report to the FAA.<sup>1</sup> The FAA, in a report to Congress, submitted the ARC report along with the CAMI report on March 31, 2022.<sup>2</sup> These reports are available in the docket.

**II. Request for Comments**

In furtherance of the agency’s implementation of Section 577 of the Act, the FAA invites public comments to assist the agency in determining what minimum dimensions (including pitch, width, and length) of passenger seats may be necessary for safety, including in particular airplane evacuation. The FAA has assessed what safety issues could be associated with seat dimensions and concluded that

<sup>1</sup> [www.faa.gov/regulations\\_policies/rulemaking/committees/documents/media/Emergency%20Evac%20Standards%20ARC%20final%20report%20final%20\(5-26-2020\).pdf](http://www.faa.gov/regulations_policies/rulemaking/committees/documents/media/Emergency%20Evac%20Standards%20ARC%20final%20report%20final%20(5-26-2020).pdf).

<sup>2</sup> [www.faa.gov/data\\_research/research/med\\_humanfacs/oamtechreports/2020s/media/Effects\\_of\\_Airplane\\_Cabin\\_Interiors\\_on\\_Egress\\_1.pdf](http://www.faa.gov/data_research/research/med_humanfacs/oamtechreports/2020s/media/Effects_of_Airplane_Cabin_Interiors_on_Egress_1.pdf).

additional data regarding evacuations could be valuable.

The FAA invites comments on minimum seat dimensions necessary for passenger safety, especially during airplane evacuation, as the FAA examines whether new regulatory standards are necessary, in order to ensure such safety and comply with Section 577 of the Act. The FAA encourages commenters to review the CAMI report, and other materials in the docket, prior to commenting.

Comments should address whether, considering the existing regulatory requirements,<sup>3</sup> one or more of the following seat dimensions<sup>4</sup> have or demonstrably could adversely affect the safety of air passengers by delaying the group egress time<sup>5</sup> of an emergency evacuation:

- a. Seat width;
- b. Seat pitch;
- c. Seat length; and
- d. Other seat dimensions.

Further, commenters are asked to provide information regarding the minimum seat dimensions necessary to ensure safety during airplane evacuation of a broad range of passengers, including those who were not included in the CAMI study including children, people over 60, and individuals with disabilities.

The FAA emphasizes that comments that include technical data and information will be the most helpful. The FAA is not requesting comments regarding matters unrelated to the agency’s determination under section 577, such as how the dimensions of passenger seats might relate to passenger comfort or convenience.

<sup>3</sup> Under the relevant general performance standard provided by 14 CFR 25.803(a), transport category airplanes must have means to allow rapid evacuation under various conditions, including in the event of a fire. In § 25.803(c), the FAA mandates that the maximum seating capacity of the airplane can be evacuated to the ground under simulated emergency conditions within 90 seconds. However, the FAA established the 90-second requirement as a uniform, repeatable standard under specific conditions, not a standard that the FAA expects to be met in every actual emergency evacuation. In addition, 14 CFR 25.561(d) and 25.562(c)(8) require that seats having experienced static and dynamic emergency landing loads do not deform to the extent that they would impede rapid evacuation.

<sup>4</sup> For purposes of this request for comments, seat pitch is the distance between a fixed point on an airplane seat to the same fixed point on the seat directly in front of or behind that seat. Seat width is the distance between the armrests’ inner faces directly above the bottom seat cushion. Seat length is the distance between the top aft edge of the bottom seat cushion to the top front edge. Also, CAMI discusses the terms it used for its study on pp. 21–22 of its report.

<sup>5</sup> For purposes of this request for comments, the group egress time is the time from when the aircraft comes to a rest after a crash or incident, to when the last passenger exits the aircraft.

Issued under authority provided by Public Law 115–254, 49 U.S.C. 106(f), 44701(a), and 44703 in Washington, DC, on July 20, 2022.

**Jodi L. Baker,**

*Deputy Associate Administrator for Aviation Safety.*

[FR Doc. 2022–16565 Filed 8–2–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on a Land Release Request at Malden Regional Airport & Industrial Park (MAW), Malden, MO

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of request to release of airport land.

**SUMMARY:** The FAA proposes to rule and invites public comment on the request to release and sell a 4.81 acre parcel and a .016 acre parcel of federally obligated airport property at the Malden Regional Airport & Industrial Park (MAW), Malden, Missouri, under the provisions agency regulations.

**DATES:** Comments must be received on or before September 2, 2022.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Amy J. Walter, Airports Land Specialist, Federal Aviation Administration, Airports Division, ACE–620G, 901 Locust, Room 364, Kansas City, MO 64106. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: David Blalock, Airport Manager, City of Malden Regional Airport & Industrial Park, 3077 Mitchell Drive, P.O. Box 411, Malden, MO 63863–0411, (573) 276–2279.

**FOR FURTHER INFORMATION CONTACT:** Amy J. Walter, Airports Land Specialist, Federal Aviation Administration, Airports Division, ACE–620G, 901 Locust, Room 364, Kansas City, MO 64106, (816) 329–2603, [amy.walter@faa.gov](mailto:amy.walter@faa.gov). The request to release property may be reviewed, by appointment, in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release a 4.81 acre parcel and a 0.16 acre parcel of airport property at the Malden Regional Airport & Industrial Park (MAW) under the provisions of 49 U.S.C. 47107(h)(2). This is a Surplus Property Airport. The City of Malden requested a release from the FAA to sell

a 4.81 acre parcel to Aycorp, LLC for residential development, and a 0.16 acre parcel to Jerry Smith for future development. The FAA determined this request to release and sell property at the Malden Regional Airport & Industrial Park (MAW) submitted by the Sponsor meets the procedural requirements of the FAA and the release and sale of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice.

The following is a brief overview of the request:

The Malden Regional Airport & Industrial Park (MAW) is proposing the release and sale of a 4.81 acre parcel and a 0.16 acre parcel of airport property. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the land at the Malden Regional Airport & Industrial Park (MAW) being changed from aeronautical to non-aeronautical use and release the lands from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances in order to sell the land. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project for general aviation use.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may request an appointment to inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Malden City Hall.

Issued in Kansas City, MO, on July 28, 2022.

**James A. Johnson,**

*Director, FAA Central Region, Airports Division.*

[FR Doc. 2022–16540 Filed 8–2–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2010–0029]

#### National Railroad Passenger Corporation—Amtrak’s Request To Amend Its Positive Train Control Safety Plan and Positive Train Control System

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of availability and request for comments.

**SUMMARY:** This document provides the public with notice that, on July 26, 2022, the National Railroad Passenger Corporation (Amtrak) submitted a request for amendment (RFA) to its FRA-approved Positive Train Control Safety Plan (PTCSP). As this RFA may involve a request for FRA’s approval of proposed material modifications to an FRA-certified positive train control (PTC) system, FRA is publishing this notice and inviting public comment on the railroad’s RFA to its PTCSP.

**DATES:** FRA will consider comments received by August 23, 2022. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

**ADDRESSES:**

*Comments:* Comments may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

*Instructions:* All submissions must include the agency name and the applicable docket number. The relevant PTC docket number for this host railroad is Docket No. FRA–2010–0029. For convenience, all active PTC dockets are hyperlinked on FRA’s website at <https://railroads.dot.gov/train-control/ptc/ptc-annual-and-quarterly-reports>. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information.

**FOR FURTHER INFORMATION CONTACT:** Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816–516–7168, email: [Gabe.Neal@dot.gov](mailto:Gabe.Neal@dot.gov).

**SUPPLEMENTARY INFORMATION:** In general, Title 49 United States Code (U.S.C.) Section 20157(h) requires FRA to certify that a host railroad’s PTC system complies with Title 49 Code of Federal Regulations (CFR) part 236, subpart I, before the technology may be operated