EASA European Union Aviation Safety Agency	**Consultation paper** **Special Condition**	Doc. No. : CPTS-0000673 Issue : 1 Date : 16 November 2026 Proposed ☐ Final ☒ Deadline for comments: 05 AUG 2026

SUBJECT	:	Design features that facilitate access to seats by passengers with reduced mobility
REQUIREMENTS incl. Amdt.	:	CS 25.561, 25.789, 25.813, 25.815 at Amendment 28~~, CS-CCD at initial issue~~
ASSOCIATED IM/MoC	:	Yes☐ / No ☒
ADVISORY MATERIAL	:	AMC 25.813(e), FAA AC 25-17A Ch.1

Table of Content for Public Consultation

SUBJECT 1
Table of Content for Public Consultation 1
INTRODUCTORY NOTE: 2
ABBREVIATIONS: 2
IDENTIFICATION OF ISSUE: 2
M-TS-0000673 3
1. APPLICABILITY 3
2. SPECIAL CONDITION 3

EASA European Union Aviation Safety Agency	**Consultation paper** **Special Condition**	Doc. No.: CPTS-0000673 Issue : 1 Date : 16 November 2026 Proposed ☐ Final ☒ Deadline for comments: 05 AUG 2026

INTRODUCTORY NOTE:

The following Special Condition (SC) has been classified as important and as such shall be subject to public consultation in accordance with EASA Management Board decision 12/2007 dated 11 September 2007, Article 3 (2.) which states:

"*2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency.*"

ABBREVIATIONS:

CS	Certification Specifications
SC	Special Condition
STC	Supplemental Type Certificate

IDENTIFICATION OF ISSUE:

EASA has received an application for a Supplemental Type Certificate (STC) covering the installation of design features that facilitate access to seats by passengers with reduced mobility in large aeroplanes.

The integration of such design features, depending on their size, location and method of deployment, may affect the safety of cabin occupants. Access to the seat may be enhanced through the rotation or the sliding of a portion of the seat itself or of the seat-associated furniture (e.g. a movable wall for a minisuites). The accessibility feature, when in use, may partially or fully block the egress path of cabin occupants to the aisle, or the aisle itself.

The installation of design features that facilitate access to seats by passengers with reduced mobility is considered a novel design feature that needs to be addressed by as Special Condition in accordance with paragraphs 21.A.101(d) and 21.B.75 of Annex Part 21 to Regulation (EU) No 748/2012.

Considering all the above, the following Special Condition is proposed.

M-TS-0000673

M-TS Issue: 1

Special Condition

Desing features that facilitate access to seats by passengers with reduced mobility

1. APPLICABILITY

This SC is applicable to Large Aeroplanes with design features installed ~~facilitating~~ to facilitate access to seats by passengers with reduced mobility, where such features, when deployed, partially or fully obstruct the egress path of cabin occupants to the main aisle, or the main aisle itself. Access to the seat may be enhanced through the rotation or the sliding of a portion of the seat itself or of the seat-associated furniture (e.g. a movable wall for a minisuite). ~~The accessibility feature, when deployed, may partially or fully block the egress path of cabin occupants.~~

2. SPECIAL CONDITION

In the absence of adequate CS with which compliance could be demonstrated, the design must comply with the following special detailed technical specifications:

1) Each accessibility feature, when not in use, must not introduce any obstacle to evacuating passengers.
2) The accessibility feature may be deployed only in phases of flight other than taxi, takeoff and landing.
3) During taxi, take-off and landing and when not in use, the accessibility feature must be stowed with the retention mechanisms engaged.
4) The design of the accessibility feature must include a primary and a secondary backup retention mechanism that locks the feature in the stowed position. The retention mechanisms must independently withstand the emergency landing conditions specified in CS 25.561.
5) Either the primary or the secondary retention mechanism control~~s~~ must be positioned such that a seated and belted passenger will not be able to operate it~~them~~.
6) Appropriate placards, or other equivalent means, must be provided to ensure that each accessibility feature is stowed, with the retention mechanisms engaged, during taxi, take-off and landing and when not in use.
7) Instructions regarding the proper operation and configuration of the accessibility feature must be provided and must contain the information that:
   a. the accessibility feature must be stowed immediately when not transferring a person of reduced mobility and during taxi, takeoff and landing; and~~.~~
   b. during an emergency evacuation, the accessibility feature must not be deployed in a way that may prevent or obstruct the egress of any other evacuating passenger.
8) ~~If~~ As the accessibility feature, when in use, deploys into the egress path available to the occupant of ~~any~~ another seat to reach the main aisle, or may obstruct the main aisle itself, it must be shown

that a 5th percentile female and a 95th percentile male will be able to reach the main aisle from that seat, considering that the accessibility feature becomes jammed, as applicable, or procedures must be established to ensure that the occupant is relocated. Compliance with this requirement must be demonstrated for each different configuration incorporating accessibility features and may be documented via test or similarity analysis to a previously tested configuration.

9) No mechanism to latch the accessibility feature in its deployed position is allowed.

10) The accessibility feature must be designed so that it can be stowed from the aisle side with 111 N (25 lbf) of force or less, regardless of power failure conditions, if applicable.