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General Drawing Notes:

1.

THIS DRAWING PROVIDES INSTRUCTIONS TO RECONFIGURE THE MAIN PASSENGER CABIN OF THE SUBJECT AIRCRAFT. ONLY THE ITEMS SPECIFICALLY CALLED OUT HERE ARE INTRODUCED BY THIS MODIFICATION, ALL OTHERS ARE EXISTING AND APPROVED UNDER THE PREVIOUS INTERIOR CONFIGURATION.

2.

ALL SEATS MUST COMPLY WITH TSO-C39b, NAS 809 AND SHALL MEET THE DESIGN REQUIREMENTS OF FAR 25 UP TO AMENDMENT 25-51 AND ALL THE QUALIFICATION REQUIREMENTS OF PARAGRAPH 3.2 OF THE MAIN BODY OF BOEING DOCUMENT D6-36238. THE SEATS SHALL CONTAIN FAA APPROVED UNDER-SEAT BAGGAGE RESTRAINT BARS. SEATS MUST BE APPROVED FOR INSTALLATION ON B767-300 AIRCRAFT. **ENSURE THAT ALL SEATS ARE IN SERVICABLE CONDITION BEFORE INSTALLATION.**

3.

AISLE WIDTH MAIN AISLE MUST NOT BE LESS THAN 15" BELOW 25" HEIGHT, 20" ABOVE 25" HEIGHT SET FORTH IN CS/FAR 25.815. SEE DETAIL E FOR COMPLIANCE.

4.

THE PROJECTED OVERWING TYPE III EXITS OPENINGS MUST BE UNOBSTRUCTED, PER CS/FAR 25.813 (UP TO AMENDMENT 25-72), AND THERE MUST NOT BE INTERFERENCE IN OPENING THE EXIT HATCH BY SEAT BACKS IN THE MOST ADVERSE POSITION. SEATBACKS RECLINE, BREAKOVER AND FOOT REST MUST BE RESTRICTED AS NECESSARY TO PREVENT ENCROACHMENT INTO THE REQUIRED PASSAGEWAY. SEE DETAIL E FOR COMPLIANCE. SEE DETAIL E FOR COMPLIANCE.

EMERGENCY EXITS MUST BE MARKED IN ACCORDANCE WITH CS/FAR 25.811.

A PLACARD MUST BE INSTALLED ON EACH OVERWING EXIT HATCH, READABLE BY ALL PASSENGERS SEATED ADJACENT TO AND FACING THE PASSAGEWAY TO EXIT, STATING THE WEIGHT OF THE HATCH.

PLACARDS MUST BE INSTALLED ON EACH OVERWING EXIT HATCH PER 767 AMM 11-35-05, READABLE BY ALL PASSENGERS SEATED ADJACENT TO AND FACING THE PASSAGEWAY TO EXIT, WITH INSTRUCTION TO OPEN THE HATCH (OR EQUIVALENT, AN ILUSTRATION MAY BE USED INSTEAD OF TEXT, REFER TO 767 AMM CHAPTER 52-20-0 FOR HATCH ILLUSTRATIONS AND OPERATION PROCEDURES)

5.

ALL SEAT LOCATIONS ARE SPECIFIED BY FUS STATION LOCATING THE FORWARD LEG SEAT TRACK ATTACH STUDS FOR ALL SEATS. THE FUS STA LOCATION CALLED OUT CORRESPONDS TO THE FWD LEG STUDS IN THE LOCKED POSITION WITH A TOLERANCE OF +/- 3/8". SEE SHEET 2 FOR SEAT LOCATIONS.

6.

MINIMUM DISTANCE FROM BULKHEADS TO FORWARD FACE OF SEAT BACKREST DIRECTLY AFT OF THE BULKHEAD IS 35". SEE DETAIL C FOR COMPLIANCE.

7.

REPITCH PSU'S AS REQUIRED TO MATCH NEW SEATING ARRANGEMENT. REFERENCE B767 AMM CHAPTER 25-23-00 FOR PSU REMOVAL/INSTALLATION INSTRUCTIONS. ALSO SEE DETAIL A, G AND H FOR THE PSU LOCATION REQUIREMENT.

8.

ACCOMPLISH DROP CHECK OF AIRCRAFT PASSENGER OXYGEN SYSTEM AFTER CABIN RECONFIGURATION PER B767 AMM CHAPTER 35-21-00.

9.

AIRCRAFT WEIGHT AND BALANCE MUST BE RECALCULATED, OR AIRCRAFT WEIGHED, AFTER CABIN RECONFIGURATION TO DETERMINE NEW AIRCRAFT WEIGHT AND C.G. LOCATION. REVISE AIRCRAFT WEIGHT AND BALANCE RECORDS TO REFLECT NEW CONFIGURATION. FOR WEIGHT AND MOMENT CHANGE, PLEASE REFER TO WEIGHT AND BALANCE SECTION OF THE RECONFIGURATION EO. IT IS THE OPERATORS RESPONSIBILITY TO COMPILE A NEW CUSTOMISED LOADING SCHEDULE SUBSTANTIATION DOCUMENT TO REFLECT THE SEAT INSTALLATION.

10.

ESCAPE PATH LIGHTING MUST BE INSTALLED SUCH THAT IT IS NOT OBSTRUCTED BY UNDERSEAT BAGGAGE BAR.

11.

ENSURE THAT SEATS ARE EQUIPPED WITH SEAT BELTS THAT ARE TSO APPROVED AND PLACARDED ACCORDINGLY. SEAT BELTS SHOULD NOT HAVE THE BUCKLE PART INSTALLED ON THE AISLE SIDE OF SEAT.

12.

ALL MEASUREMENTS ARE IN INCHES, UNLESS OTHERWISE SPECIFIED.

13.

ALL SEATS MUST MEET THE FLAMMIBILITY REQUIREMENTS OF CS/FAR 25.853 (c) AND PLACARDED ACCORDINGLY.

14.

ALL SEATS SHOULD BE INSTALLED IN ACCORDANCE WITH STA NUMBERS. ALL SEAT LOCATION SHALL BE MEASURED FROM EITHER BEGINNING OR END OF SEAT TRACKS. SEE SHEET 2 FOR SEAT LOCATIONS

IF ACCESS TO THE BEGINING AND END OF SEAT TRACK IS OBSTRUCTED BY MONUMENT INSTALLATION, THEN STA NUMBERS CAN BE DETERMINED FROM SEAT TRACK FACTORY SPLICES. REFER TO BOEING SEAT TRACK INSTALLATION DRAWING FOR APPLICABLE AIRPLANES.

15.

VERIFY ESCAPE PATH LIGHTS ARE NOT OBSTRUCTED BY SEATS. MAKE MINOR ADJUSTMENTS TO THE POSITION OF THE ESCAPE PATH LIGHTS AS NEEDED I.A.W. DETAIL F.

IF ANY OF THE ABOVE NOTES CANNOT BE FULFILLED, THEN CONTACT ICELANDAIR TECHNICAL SERVICES ENGINEERING DEPARTMENT FOR CORRECTIVE ACTIONS.

REV NO

REVISION NOTE

DATE

DRAWN BY

I/R

Initial release. Drawing based on DWG-767-2520-68-1 and is issued because two seats are temporarily replaced with different ones.

19 OCT 2010

JÓNAS HEIMISSON

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DOA Nr. EASA.21J.312

SIGNATURE AND DATE

DRAWN

APPROVED

PROJECT
CRA-767-2520-71

EFFECTIVITY
VN158 (TF-FIB)

SIZE
DNS

DWG. NO.
DWG-767-2520-71-1

REV. NO
I/R

CAD FILE: DWG-767-2520-71-1.DWG

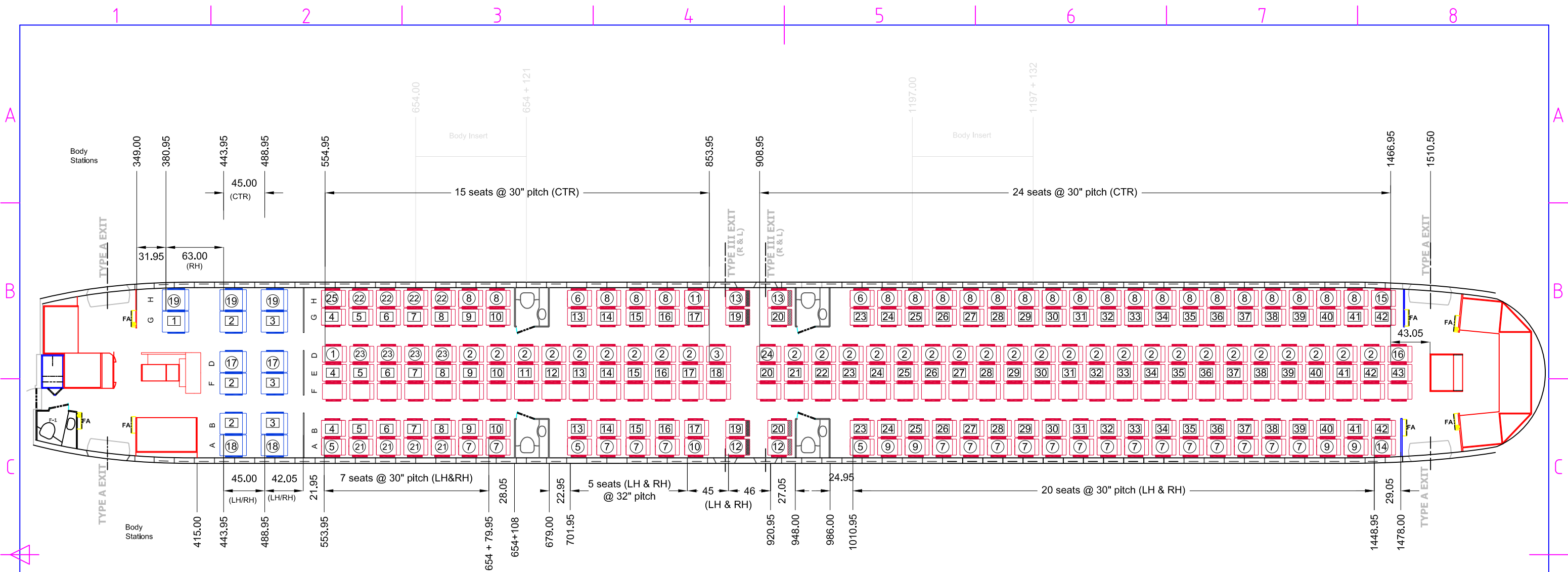
SHEET 1 of 6

ICELANDAIR

TECHNICAL SERVICES

Boeing 767-300

14 C / 253 Y Pax Configuration



ITEM	QTY	PART NUMBERS	ALTERNATE P/N	DESCRIPTION	MANUFACTURER	CMM Reference
1	1	D3111F195		T/C TRIPLE - CTR, FRONT ROW	FEEL 111 SERIES (B/E Aerospace)	25-90-43
2	31	D3111F193	D3111F115	T/C TRIPLE - CTR, STD	FEEL 111 SERIES (B/E Aerospace)	25-90-43 / 25-20-319
3	1	D3111F339		T/C TRIPLE - CTR, NO REAR MEAL TRAY	FEEL 111 SERIES (B/E Aerospace)	25-90-43
4	0	D3111F341		T/C TRIPLE - CTR, FRONT ROW, W/ REAR TABLE	FEEL 111 SERIES (B/E Aerospace)	25-90-43
5	3	D2111F157		T/C DOUBLE - LH, FRONT ROW	FEEL 111 SERIES (B/E Aerospace)	25-90-43
6	2	D2111F158		T/C DOUBLE - RH, FRONT ROW	FEEL 111 SERIES (B/E Aerospace)	25-90-43
7	19	D2111F159	D2111F113	T/C DOUBLE - LH, STD	FEEL 111 SERIES (B/E Aerospace)	25-90-43 / 25-20-319
8	23	D2111F160	D2111F114	T/C DOUBLE - RH, STD	FEEL 111 SERIES (B/E Aerospace)	25-90-43 / 25-20-319
9	4	D2111F163	D2111F113	T/C DOUBLE - LH, STD	FEEL 111 SERIES (B/E Aerospace)	25-90-43 / 25-20-319
10	1	D2111F271		T/C DOUBLE - LH, LIMITED RECLINE	FEEL 111 SERIES (B/E Aerospace)	25-90-43
11	1	D2111F272		T/C DOUBLE - RH, LIMITED RECLINE	FEEL 111 SERIES (B/E Aerospace)	25-90-43
12	2	D2111F301	D2111F117	T/C DOUBLE - LH, LIMITED RECL. & BRAKEO.	FEEL 111 SERIES (B/E Aerospace)	25-90-43 / 25-20-319
13	2	D2111F302	D2111F118	T/C DOUBLE - RH, LIMITED RECL. & BRAKEO.	FEEL 111 SERIES (B/E Aerospace)	25-90-43 / 25-20-319
14	1	D2111F165		T/C DOUBLE - LH, NARROW	FEEL 111 SERIES (B/E Aerospace)	25-90-43
15	1	D2111F166		T/C DOUBLE - RH, NARROW	FEEL 111 SERIES (B/E Aerospace)	25-90-43
16	1	D3111F213NT		T/C TRIPLE - CTR, NO REAR MEAL TRAY	FEEL 111 SERIES (B/E Aerospace)	25-90-43
17	3	M7585-003TP		B/C DOUBLE - CTR	Rumbold M75 Series	25-21-82
18	2	M7583-003TP		B/C DOUBLE - LH	Rumbold M75 Series	25-21-82
19	2	M7584-003TP	M7584-005TP	B/C DOUBLE - RH	Rumbold M75 Series	25-21-82
21	4	84170-1		T/C DOUBLE - LH, STD	PTC 881-10A (B/E Aerospace)	25-21-32
22	4	84170-2		T/C DOUBLE - RH, STD	PTC 881-10A (B/E Aerospace)	25-21-82
23	4	84171-1		T/C TRIPLE - CTR, STD	PTC 881-10A (B/E Aerospace)	25-21-82
24	1	714534-1AA-5011		T/C TRIPLE - CTR, FRONT ROW	SICMA 7145 SERIES	25-18-25
25	1	714520-1AA-5011		T/C DOUBLE - RH, FRONT ROW	SICMA 7145 SERIES	25-18-25

- NOTES:
- Denotes seat row number
 - Denotes seat type
 - Business class seat
 - Economy class seat
 - Seatback restrictions**
 - Restricted brakeover
 - Restricted brakeover and recline
 - Restricted recline

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EFFECTIVITY
VN158 (TF-FIB)

Boeing 767-300

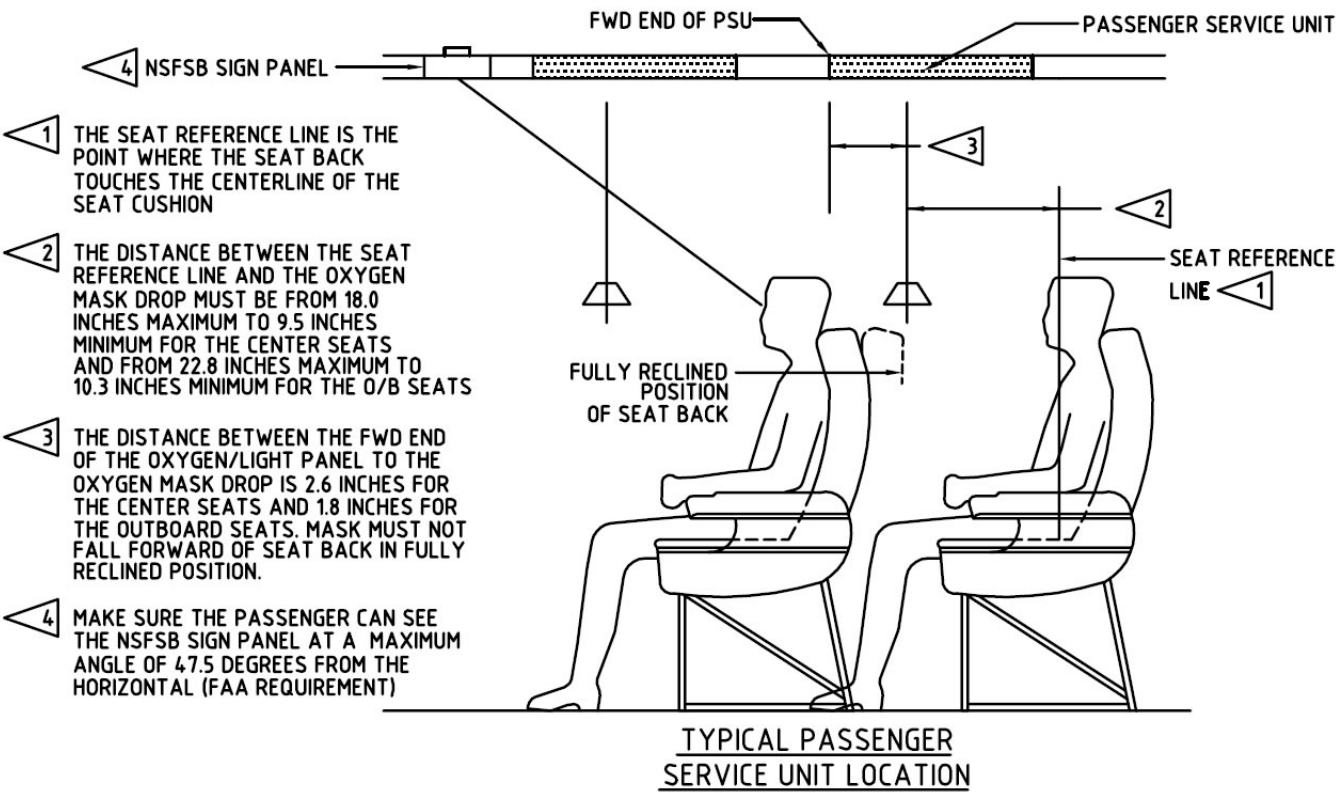
14 C / 253 Y Pax Configuration

SIZE	DWG. NO.	REV. NO.
DNS	DWG-767-2520-71-1	I/R

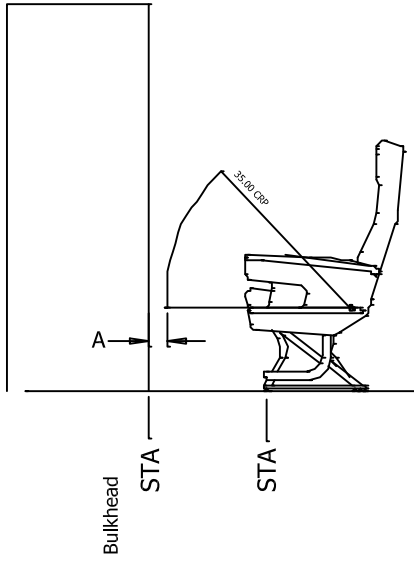
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SHEET 2 of 6

DETAIL A - PSU Installation



DETAIL C - Bulkhead clearance on all front row seats



Ensure that dimension A is equal or greater than 0".

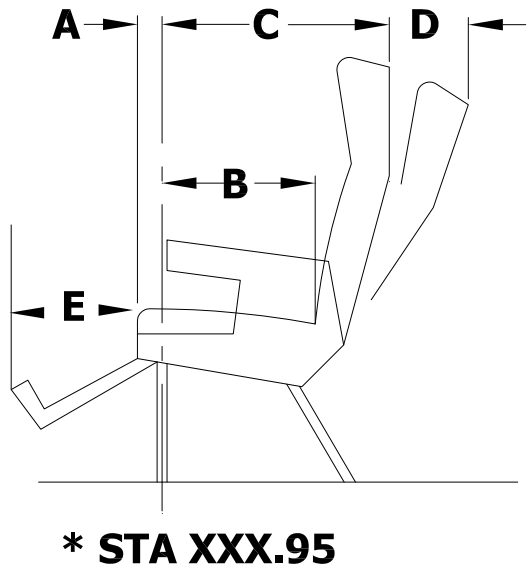
Refer to Detail B, for the location of CRP.

This is to fulfill the requirements of FAR 25.785.

If this condition is not meet, then please contact ITS Engineering department.

Sketch not in scale

DETAIL B - Seat dimensions



S SEAT GEOMETRY				
DIM	B/C Rumbold	E/C FEEL	E/C B/E PTC	E/C SICMA
A	5.00	1.60	2.12	2.00
B	14.25	15.75	16.50	16.00
C	22.25	23.38	22.50	21.50
D	9.00	5.75	5.00	6.00
E	21.87	0.00	0.00	0.00

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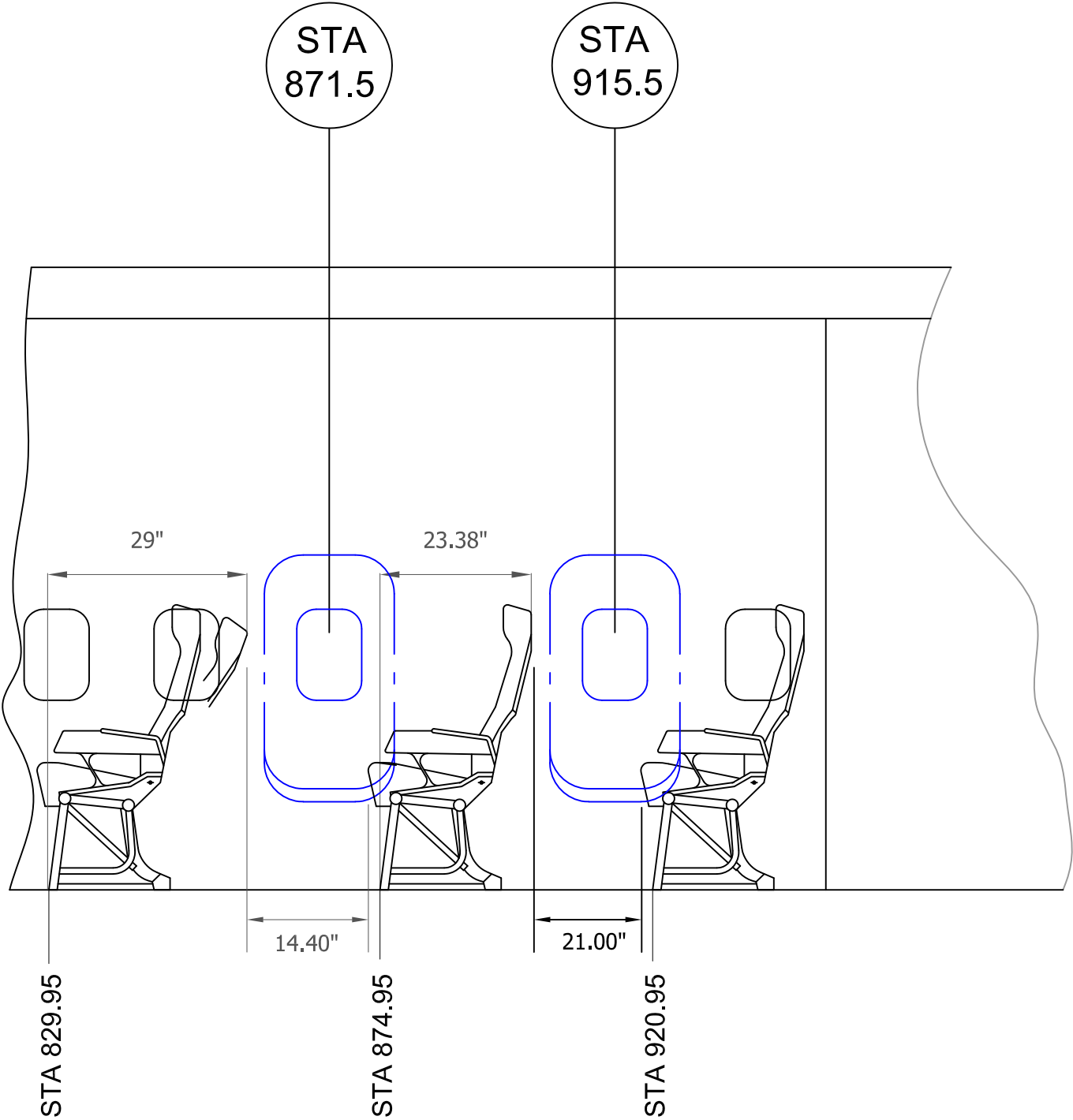
EFFECTIVITY
VN158 (TF-FIB)

Boeing 767-300

14 C / 253 Y Pax Configuration

SIZE DNS	DWG. NO. DWG-767-2520-71-1	REV. NO I/R
CAD FILE:DWG-767-2520-71-1.DWG		SHEET 3 of 6


DETAIL D - Seat arrangement around TYPE III exits



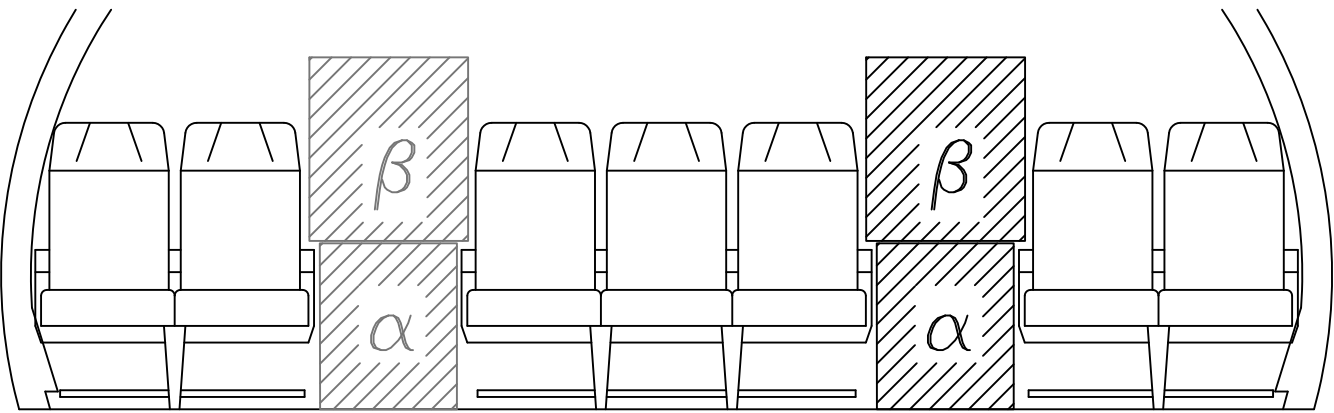
Refer to General drawing note No 4.

FAR 25.813 is complied with.

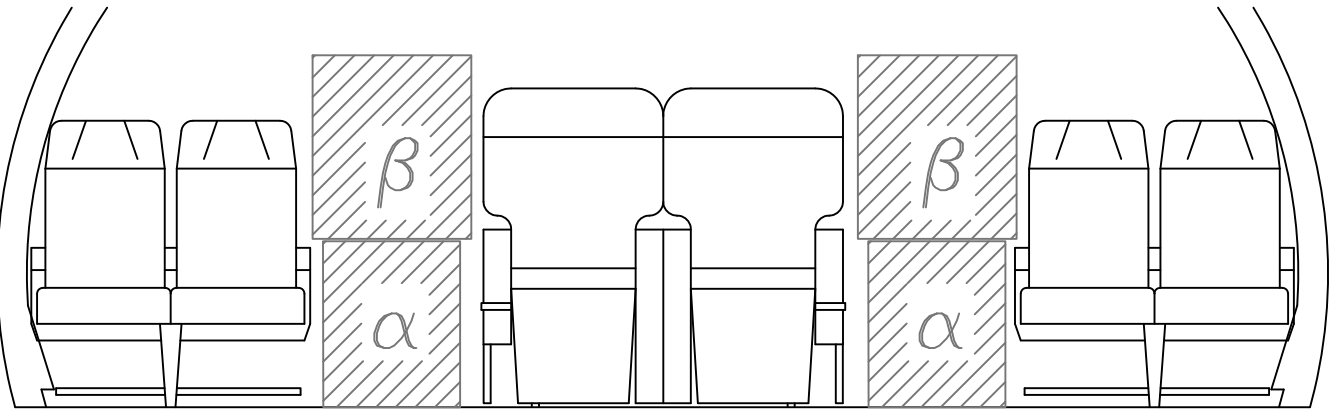
Passageways leading to Type III exits must be at least 13 inches.
All other exits must be at least 20 inches.
Any recline ability should be taken into account.

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SIZE	DWG. NO.	REV. NO.		
DNS	DWG-767-2520-71-1	I/R		
EFFECTIVITY				
VN158 (TF-FIB)			CAD FILE:DWG-767-2520-71-1.DWG	SHEET 4 of 6

DETAIL E - Aisle Widths



SEVEN (7) ABREAST SMALLEST AISLE WIDTH OF ALL SEAT ROWS



SIX (6) ABREAST SMALLEST AISLE WIDTH OF ALL SEAT ROWS

AISLE WIDTH MAIN AISLE MUST NOT BE LESS THAN 15" BELOW 25" HEIGHT, 20" ABOVE 25" HEIGHT SET FORTH IN CS/FAR 25.815.

ZONE α MUST BE AT MINIMUM 15" WIDE FROM FLOOR LEVEL AND UPTO 25" HEIGHT.

ZONE β MUST BE AT MINIMUM 20" WIDE ABOVE 25" HEIGHT (MEASURED FROM FLOOR LEVEL).

ENSURE THAT THE AISLE WIDTHS ARE AS STATED ABOVE.

This is to fulfill the requirements of CS 25.815.

If this condition is not meet, then please contact ITS Engineering department.

Sketch not in scale

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Boeing 767-300
14 C / 253 Y Pax Configuration

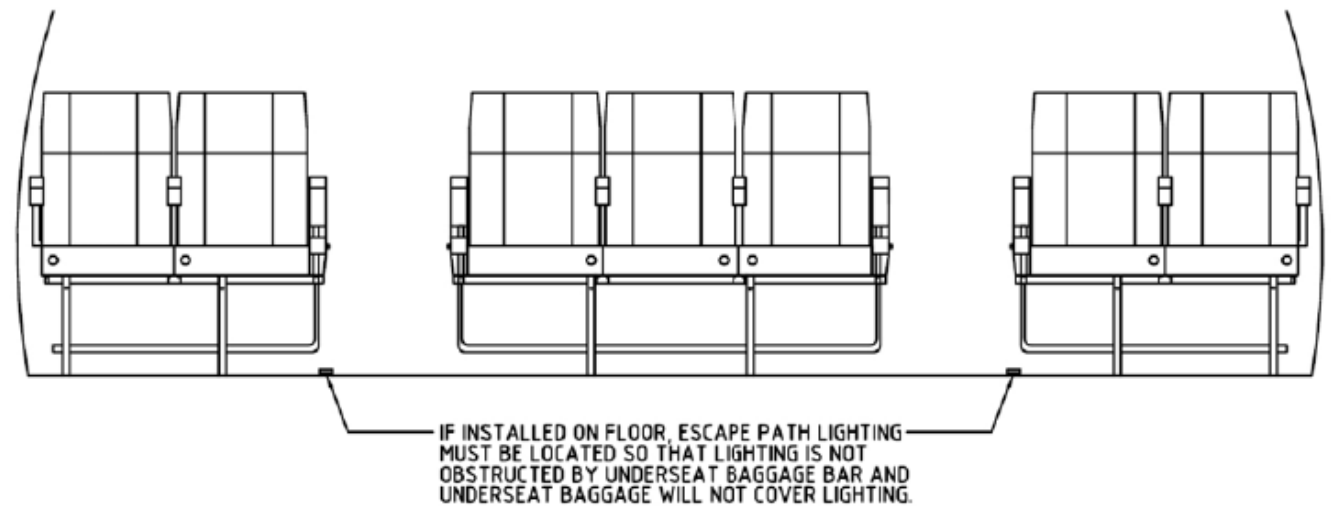
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DNS DWG. NO.
DWG-767-2520-71-1

REV. NO.
I/R

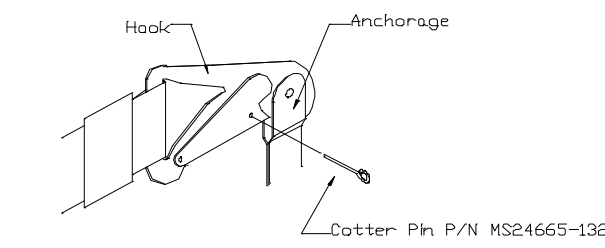
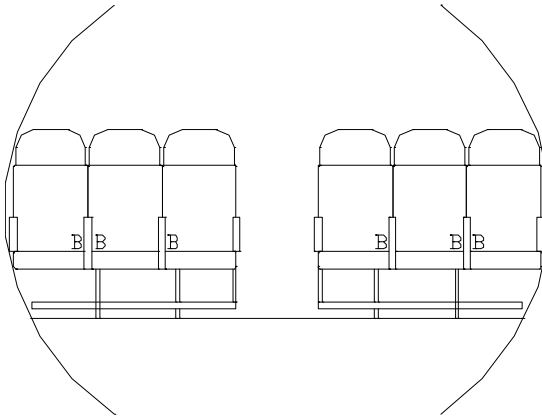
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SHEET 5 of 6

DETAIL F - Escape path lighting requirements

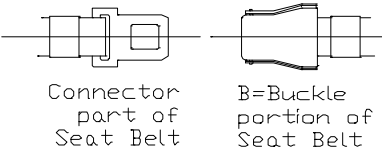
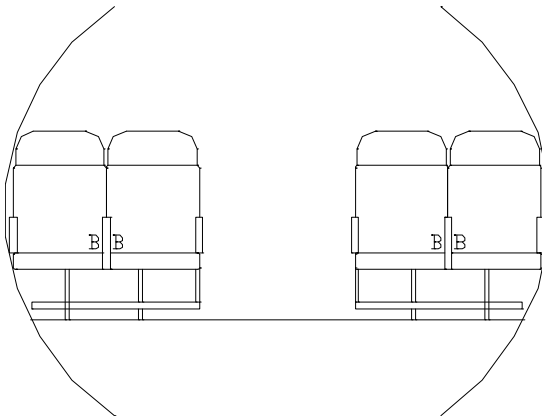


DETAIL G - Seat Belt Installation



Seat Belt end fitting installation

Drawing indicates location of Buckle portion (B) of Seat Belt



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VN158 (TF-FIB)			