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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 106 pages. Original publisher: Washington, D. C.: Federal Aviation Administration, 2006. OCLC Number: (OCoLC)276407833 Subject: Airplanes -- Seats -- Evaluation. Excerpt: . . . AC 25. 562-1B 01 10 2006 influence other performance parameters. The following summarizes critical elements relative to the assessment criteria. (1) The primary load path for structural tests typically includes seat components, such as seat legs, lateral beams (cross tubes), spreaders, cushion supports and cushions, seatbelts and their attachments, attachments between structural members, seat track fittings, and energy absorbers. (Observe that energy-absorbers are normally integrated into the other seat components.) The strength and deformation responses of these members are evaluated during structural tests. (2) The primary load path for lumbar load tests typically includes bottom cushions, bottom cushion supports, and lateral beams (cross tubes). Also part of this load path are seat legs, spreaders, attachments between structural members, seat track fittings, and energy absorbers. (3) The primary load path for row-to-row HIC tests typically includes components in the seat assemblies, such as those installed on the seat back (for example, food tray tables, video monitors, and telephones), recline mechanism, breakover devices, seat back energy absorbers, seat back attachment hardware and, in some cases, arm rests. (4) The primary load path for head knee path tests is typically the same as that for the structural tests. (5) Some components affect the positioning of the occupant in the seat place that in turn can influence ATD dynamic response and occupant injury criteria. Examples include seat bottom cushions, bottom cushion support, armrests, and seat backs. c. Family of Seats. (1) The concept of a family of...

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