

## ARINC IA Project Initiation/Modification (APIM)

- 1.0 Name of Proposed Project** **APIM 15-001**
- ARINC Project Paper 8xx: Requirements and Recommended Practices for Seat Production Testing
- 2.0 Subcommittee Assignment and Project Support**
- 2.1 Identify AEEC Group**  
Cabin Systems Subcommittee (CSS)
- 2.2 Support for the activity**  
Airlines: Delta Air Lines  
Airframe Manufacturers: Airbus, Boeing  
Suppliers: Panasonic Avionics, Thales, Lumexis, KID, Zodiac, BE Aerospace, Astronics, BAE Systems  
Others:
- 2.3 Commitment for resources**  
Airlines: Delta  
Airframe Manufacturers: Airbus, Boeing  
Suppliers: Panasonic Avionics, Thales, Lumexis, KID, Zodiac, BE Aerospace, Astronics, BAE Systems  
Others:
- 2.4 Chairmen:**  
Chairman: Dale Freeman, Delta  
Co-Chairmen: Gerald Lui-Kwan, Boeing and Rolf Goedecke, Airbus
- 2.5 Recommended Coordination with other groups**  
NA
- 3.0 Project Scope**  
This project will define requirements and recommended practices for seat testing to be performed at the seat manufacturers facilities prior to the shipment of the seats to the airframe manufacturers, MRO, or operators for installation in the aircraft.  
ARINC Project Paper 8xx will define guidance for production testing of seats and seat groups at the seat suppliers' facilities so that fully tested seats and seat groups will be received at the airframe manufacturer assembly lines, MRO, or at the operator facility for modifications.
- 3.1 Description**  
Development of guidelines to test seats and seat groups to ensure that installed equipment has been interconnected and integrated correctly and is operational when shipped for installation in the aircraft.

### 3.2 **Planned usage of the envisioned specification**

New aircraft developments planned to use this specification      yes  no

Airbus: A320NEO, A330NEO

Boeing: 777X, 737MAX

Modification/retrofit      yes  no

Airbus: A320, A330, A340, A350, A380

Boeing: 737NG, 747-400, 747-8, 757, 767, 777, 787

Needed for airframe manufacturer or airline project      yes  no

The timetable for this project is mainly driven by the development time needed to provide a mature definition. Introduction is not linked to a specific aircraft project. Introduction can be done as soon as possible to get the advantages of this report.

Mandate/regulatory requirement      yes  no

Program and date:

Is the activity defining/changing an infrastructure standard?      yes  no

When is the ARINC standard required? October 2016

What is driving this date? Aircraft development schedules.

Are 18 months (min) available for standardization work?      Yes  no

If NO please specify solution: \_\_\_\_\_

Are Patent(s) involved?      yes  no

If YES please describe, identify patent holder: \_\_\_\_\_

### 3.3 **Issues to be worked**

- Develop testing that assures interconnected LRUs in the seat operate in an integrated fashion
- Develop proposed test concepts and plans to assure that the seats are operational as described above
- Delineate roles and responsibilities of the parties involved in seat integration

### 4.0 **Benefits**

The benefit is the reduction in the cost of seat installation and rework in the aircraft.

### 4.1 **Basic benefits**

Operational enhancements      yes  no

For equipment standards:

a. Is this a hardware characteristic?      yes  no

b. Is this a software characteristic?      yes  no

c. Interchangeable interface definition?      yes  no

d. Interchangeable function definition?      yes  no

If not fully interchangeable, please explain: \_\_\_\_\_

Is this a software interface and protocol standard?      yes  no

