

CHECK BEING PERFORMED: Custom

ZONES: 200
 A/C NUMBER:
 REV. DATE: 01/23/08
 FREQUENCY: 1C

W/C NUMBER: 220I2502 DATE:

REFERENCES

Figure 1

MECH INSP

MPD ITEMS: 25-11-00-6A, 25-11-00-6B, 25-25-00-A, 25-25-01-A,
 25-25-02-4A

FLIGHT CREW, FLIGHT ATTENDANT AND PASSENGER SEAT INSPECTIONS,
 CHECKS, AND ADJUSTMENTS.

NOTE: PERFORM INSPECTION PRIOR TO WORKCARD 222F2301- MUX SYSTEM
 OPS CHECK

1. FLIGHT COMPARTMENT CREW SEATS

- A. Perform a Detailed Visual Inspection (DVI) of all flight crew seats, seat belts, and seat tracks (if applicable) for condition and security for each seat listed below.

XXXXX _____ (1) CAPTAIN'S SEAT
 XXXXX _____ (2) FIRST OFFICER SEAT
 XXXXX _____ (3) FIRST OBSERVER'S SEAT
 XXXXX _____ (4) SECOND OBSERVER'S SEAT

- B. Ensure at least one TSO label per seat belt assembly is legible for each seat listed below.

XXXXX _____ (1) CAPTAIN'S SEAT
 XXXXX _____ (2) FIRST OFFICER SEAT
 XXXXX _____ (3) FIRST OBSERVER'S SEAT
 XXXXX _____ (4) SECOND OBSERVER'S SEAT

- C. Examine and check captain's and first officer's crew seat adjustment lock mechanism for proper operation as follows:

- (1) While seated in the crew seat, operate the seat through its full range of movement (horizontal and vertical travel, and seat back recline).
- (2) Operate the seat and release the adjustment lever.
- (3) Make sure the seat locks in position and, while locked in position, try to move the seat in all directions, particularly forward and aft. Make sure the seat is held tightly and does not move.

WARNING: CHECK THAT WHEN THE BUTTON ON THE VERTICAL CONTROL (V) IS RELEASED, BOTH HEIGHT LOCK PINS

FULLY ENGAGE IN THE HEIGHT LOCK PLATES. IF BOTH PINS DO NOT FULLY ENGAGE, GENERATE A NON-ROUTINE TO ADJUST THE HEIGHT LOCK MECHANISM/CABLE PER THE ASSEMBLY SECTION OF THE CMM.

- (4) Make sure that the seat height lock pins are fully engaged in all seat height lock plate positions, from the furthest upward position to the furthest downward position on the height lock plates.

WARNING: MAKE SURE THE SEAT TRACK LOCK PINS ARE FULLY ENGAGED IN ALL SEAT TRACK LOCK POSITIONS. UNLOCKED SEATS CAN MOVE AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (5) Make sure that the seat track lock pins are fully engaged in all seat track lock positions, from the furthest forward position to the furthest aft position on the straight section of the tracks.

NOTE: If any seat fails to meet the above criteria, consult AMM 25-11-01 for seat track alignment and wear limits.

- (6) Accomplish steps 1. C. (1)-(5) on each seat below.

XXXXX _____ (a) CAPTAIN'S SEAT
XXXXX _____ (b) FIRST OFFICER SEAT

D. Check all flight crew seat harness/inertia reels for proper operation as follows (Ref. Figure 1 for inspection criteria):

- (1) On the captain's and first officer seats, release the shoulder harness control which is on the seat back.
- (2) Pull the shoulder strap in the forward direction smoothly and symmetrically to extend the strap. Make sure the strap extends freely.
- (3) Make sure the harness is free from the buckle fitting. Make sure the harness does not have too much wear.
- (4) Let the shoulder strap retract fully.

- (5) Quickly pull the shoulder strap in the forward direction. Make sure the inertial reel locks and does not extend.
- (6) Release the shoulder strap and make sure that the inertia reel releases the strap.
- (7) Do these steps for each shoulder strap on the captain's and first officer's seats:
 - (a) Pull the shoulder strap as far out as possible.
 - (b) Put shoulder harness control in the locked position.
- (8) Do these steps until shoulder strap is fully retracted:
 - (a) Let the shoulder strap retract a short distance.
 - (b) Pull shoulder strap to make sure the inertia reel locks.
- (9) Put the shoulder harness control back to the released position.
- (10) Accomplish steps 1. D. (1)-(9) on each seat below.

- XXXXX _____ (a) CAPTAIN'S SEAT
- XXXXX _____ (b) FIRST OFFICER SEAT
- XXXXX _____ (c) FIRST OBSERVER'S SEAT
- XXXXX _____ (d) SECOND OBSERVER'S SEAT

2. FLIGHT ATTENDANT SEATS

- XXXXX _____ A. Perform a DVI of all flight attendant seats for condition and security with a particular attention to the following:
 - (1) Attaching points - Securely and properly attached and installed to floor and or bulkhead.
 - (2) Stowing operation - Must stow without assistance.
 - (3) Check seat belts/harness for condition and security. Ensure seat belts do not interfere with seat

stowage.(Ref. Figure 1 for inspection criteria)

- (4) Ensure at least one TSO label per seat belt assembly is legible.
- (5) Compartment doors and access panels- Check that doors that open and close in an egress path, close and latch without assistance if springs are installed on these compartment doors or access panels.

XXXXX _____ B. Check flight attendant seat restraint attachments and inertia reel if installed.

(1) Procedure

- (a) Engage the attendant-restraint end fitting to the anchor points.
- (b) Replace the back cushions and the head rest. Make sure there is sufficient clearance (approximately 0.25 inches)between the headrest and the shoulder harness for free movement of the shoulder harness.
- (c) Quickly pull on the shoulder harness and make sure the inertia reel locks.

XXXXX _____ C. Functionally test operation of seat bottom by deploying and retracting several times. When retracted, seat bottom must be in full upright position without the assistance of shoulder harness. Generate a non routine to remove and replace springs per appropriate CMM manual if the test fails.

3. PASSENGER SEATS

A. Check the condition and security of all passenger seats, including, BUT NOT LIMITED TO, the following:

(1) Functional check of seat recline system and breakover as follows:

- (a) With the seatback in the full upright position, push on the seatback. Seatback should stay in the full upright and locked position, and the seatback should not have a spongy feel when pushed back.

(b) Push in recline button.

(c) Push seat back to recline position. Release recline button, and seat back should remain in recline position.

NOTE: All seatbacks in the row should be at or near the same recline angle.

(d) Without touching seat back, push in recline button, seat back should return to forward position.

(e) Overwing emergency exits - Ensure that passengers seats directly forward of overwing emergency exits will not recline into emergency exit door openings.

NOTE: Only applicable to 757-300 aircraft.

(2) Armrests and armrest end bays - Check for torn and/or loose armrest covers. Check security and operation of armrests. If seat has handicapped accessible endbay, check operation of handicap latch in that it releases and stows properly. Check aisle endbay bumper for damage or cracks.

WARNING: BROKEN PIVOT COVERS CAN LEAVE AREAS FOR FINGER ENTRAPMENT IF ARMREST IS RAISED, RESULTING IN POSSIBLE FINGER AMPUTATION.

(a) Pay special attention to each armrest aft pivot cover for cracks, damage, and security (if configured).

(3) Headrests- Check operation of each passenger headrest. Ensure headrest moves up and down smoothly and outer wings have proper resistance and operation per the applicable CMM. (If installed)

(4) Seat belts for damage, excessive soil, proper attachment by pulling on belt, and proper seatbelt operation. Ensure at least one TSO label per seat belt assembly is legible.

- (5) Life vest container/pouches - Check lifevest pouch and pouch release strap for damage and security, and presence of life vest. If issued, work with card 222M2504 when checking for lifevest presence.
- (6) Seat legs and baggage restraint bars - Ensure that legs are properly locked in seat track and that trim has no protruding edges that damage passengers clothing. Check that baggage restraint bars are properly installed.
- (7) Seat back trays - Check that the tray tables and tray table latches are not damaged or cracked. Check that trays are level and sturdy when lowered (in use). Check that trays do not sag when stowed up against seatback. Check legibility, security and presence of required placards and hot stamped labels.
- (8) In arm seat trays- On seats that have in arm seat trays, check trays for damage, level, security, and operation. Check hinged armrests for damage, proper operation and security.
- (9) Seat bottom diaphragms- Check seat diaphragms located under seat bottom cushions for condition and security of installation.
- (10) Seat covers- Check seat covers for rips, wear, legible data tags, and excessive soiling.
- (11) Seat cushions- Check for velcro condition and security. Check cushions for rips, tears, legible data tags, and overall cleanliness.
- (12) Seat bottom cushions- Check that correct part number of bottom seat cushion is installed at every passenger seat location.
- (13) Seatback literature pocket spring- Check each seatback literature pocket spring for damage and security.
- (14) Seat structure- Check seat structure for damage, cracks, and corrosion.
- (15) Visually check the condition of the seat harness

between the seat electronic box (SEB) and the digital passenger control units (DPCU) in each seat group by removing the lower seat cushions and raising the folding armrests. Pay particular attention for cable damage due to routing and restraint of the harness near the pivot point and the down-stop of the arm rest.

- (16) Visually check the SEB covers for condition and security. Examine the seat to seat cable connectors of any SEB found with a missing or damaged cover. Document any defects or missing connector clips on non-routine forms.
- (17) Visually check seat to seat cables for chafing and obvious defects.
- (18) Restore the seat groups to normal configuration after visual checks are completed.
- (19) Sign for accomplishment of steps 3. A. (1) through (18) for all seats on the left side of the aisle. Mark signoff block N/A if seat row is not installed on aircraft.

- XXXXXX _____ (a) Row 1 LH
- XXXXXX _____ (b) Row 2 LH
- XXXXXX _____ (c) Row 3 LH
- XXXXXX _____ (d) Row 4 LH
- XXXXXX _____ (e) Row 5 LH
- XXXXXX _____ (f) Row 6 LH
- XXXXXX _____ (g) Row 7 LH
- XXXXXX _____ (h) Row 8 LH
- XXXXXX _____ (i) Row 9 LH
- XXXXXX _____ (j) Row 10 LH
- XXXXXX _____ (k) Row 11 LH

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 220I2502 (continued)

MECH: INSP:

- XXXXX _____ (l) Row 12 LH
- XXXXX _____ (m) Row 13 LH
- XXXXX _____ (n) Row 14 LH
- XXXXX _____ (o) Row 15 LH
- XXXXX _____ (p) Row 16 LH
- XXXXX _____ (q) Row 17 LH
- XXXXX _____ (r) Row 18 LH
- XXXXX _____ (s) Row 19 LH
- XXXXX _____ (t) Row 20 LH
- XXXXX _____ (u) Row 21 LH
- XXXXX _____ (v) Row 22 LH
- XXXXX _____ (w) Row 23 LH
- XXXXX _____ (x) Row 24 LH
- XXXXX _____ (y) Row 25 LH
- XXXXX _____ (z) Row 26 LH
- XXXXX _____ (aa) Row 27 LH
- XXXXX _____ (ab) Row 28 LH
- XXXXX _____ (ac) Row 29 LH
- XXXXX _____ (ad) Row 30 LH
- XXXXX _____ (ae) Row 31 LH
- XXXXX _____ (af) Row 32 LH
- XXXXX _____ (ag) Row 33 LH
- XXXXX _____ (ah) Row 34 LH

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 220I2502 (continued)

MECH: INSP:

- XXXXX _____ (ai) Row 35 LH
- XXXXX _____ (aj) Row 36 LH
- XXXXX _____ (ak) Row 37 LH
- XXXXX _____ (al) Row 38 LH
- XXXXX _____ (am) Row 39 LH
- XXXXX _____ (an) Row 40 LH
- XXXXX _____ (ao) Row 41 LH
- XXXXX _____ (ap) Row 42 LH
- XXXXX _____ (aq) Row 43 LH
- XXXXX _____ (ar) Row 44 LH
- XXXXX _____ (as) Row 45 LH
- XXXXX _____ (at) Row 46 LH
- XXXXX _____ (au) Row 47 LH
- XXXXX _____ (av) Row 48 LH

(20) Sign for accomplishment of steps 3. A. (1) through (18) for all seats on the right side of the aisle. Mark signoff block N/A if seat row is not installed on aircraft.

- XXXXX _____ (a) Row 1 RH
- XXXXX _____ (b) Row 2 RH
- XXXXX _____ (c) Row 3 RH
- XXXXX _____ (d) Row 4 RH
- XXXXX _____ (e) Row 5 RH
- XXXXX _____ (f) Row 6 RH

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 220I2502 (continued)

MECH: INSP:

-
- XXXXX _____ (g) Row 7 RH
 - XXXXX _____ (h) Row 8 RH
 - XXXXX _____ (i) Row 9 RH
 - XXXXX _____ (j) Row 10 RH
 - XXXXX _____ (k) Row 11 RH
 - XXXXX _____ (l) Row 12 RH
 - XXXXX _____ (m) Row 13 RH
 - XXXXX _____ (n) Row 14 RH
 - XXXXX _____ (o) Row 15 RH
 - XXXXX _____ (p) Row 16 RH
 - XXXXX _____ (q) Row 17 RH
 - XXXXX _____ (r) Row 18 RH
 - XXXXX _____ (s) Row 19 RH
 - XXXXX _____ (t) Row 20 RH
 - XXXXX _____ (u) Row 21 RH
 - XXXXX _____ (v) Row 22 RH
 - XXXXX _____ (w) Row 23 RH
 - XXXXX _____ (x) Row 24 RH
 - XXXXX _____ (y) Row 25 RH
 - XXXXX _____ (z) Row 26 RH
 - XXXXX _____ (aa) Row 27 RH
 - XXXXX _____ (ab) Row 28 RH
 - XXXXX _____ (ac) Row 29 RH

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 220I2502 (continued)

MECH: INSP:

- XXXXX _____ (ad) Row 30 RH
- XXXXX _____ (ae) Row 31 RH
- XXXXX _____ (af) Row 32 RH
- XXXXX _____ (ag) Row 33 RH
- XXXXX _____ (ah) Row 34 RH
- XXXXX _____ (ai) Row 35 RH
- XXXXX _____ (aj) Row 36 RH
- XXXXX _____ (ak) Row 37 RH
- XXXXX _____ (al) Row 38 RH
- XXXXX _____ (am) Row 39 RH
- XXXXX _____ (an) Row 40 RH
- XXXXX _____ (ao) Row 41 RH
- XXXXX _____ (ap) Row 42 RH
- XXXXX _____ (aq) Row 43 RH
- XXXXX _____ (ar) Row 44 RH
- XXXXX _____ (as) Row 45 RH
- XXXXX _____ (at) Row 46 RH
- XXXXX _____ (au) Row 47 RH
- XXXXX _____ (av) Row 48 RH

XXXXX _____ B. Verify seats located immediately aft of the #3 emergency exit doors have no breakover.

XXXXX _____ C. Verify seats located immediately aft of the overwing emergency exit doors have no breakover. (757-300 A/C)

*****END OF WORKCARD*****

Crew Seat Restraints/Shoulder Harness Inspection

Note: Two types of webbing are in use for restraints. The Panel Weave type features a pattern of chevrons along its cross section. The Non-Panel Weave type has a constant cross section. See Figure 1 for details.

1. Webbing

Webbing (e.g., shoulder harness straps, lap belts, and crotch straps) shall have no nicks/cuts that propagate more than 1/16 inches from a webbing edge (panel weave only). Fuzzing and slight webbing fray caused by adjustment mechanisms, seat interfaces, and normal occupant interfaces, shall be restricted to lengths less than six(6) inches.

Any belt/strap exhibiting wear characterized by excessive stiffness, linear curvature (bowing condition due to wear) in areas of webbing fray and fuzzing, heavy discoloration due to soiling, or any condition beyond the limitations set-forth above, shall be cause for replacement.

2. Stitching

Inspect stitching for broken or cut threads. Structural sewing patterns for attachment of hardware (e.g., end fittings, buckles, or adjusters) and "Y" attach points in shoulder harness (if applicable) shall be limited to no more than one (1) broken or cut thread per each linear inch, with no more than three (3) in one pattern configuration. Non-structural sewing patterns (e.g., attachment of labels and loose strap fold over configuration) shall have no more than seven (7) missing or broken stitches in one pattern. Any belt/strap exhibiting wear beyond this criteria shall be replaced.

