

Plan Overview

A Data Management Plan created using DMPTool

DMP ID: <https://doi.org/10.48321/D1HK9W>

Title: Replacement of Cushions in Energy Absorbing Seats – EA Seat performance

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Funder: Federal Aviation Administration ([faa.gov](https://www.faa.gov))

Template: Federal Aviation Administration (FAA) Data Management Plan (DMP) Template v1.1

Project abstract:

Evaluate potential methods for replacement of worn seat cushions used in energy absorbing seats. Streamlined approaches to the replacement of worn cushions in aircraft seats have been requested by the aviation industry.

The FAA developed a method for seats that do not require energy absorption (Part 25 and Part 23 passenger) based on rigid seat performance as a reference point. This method may not be valid for energy absorbing seats used in Part 27/29 and Part 23 pilot seats. As part of an effort to evaluate streamlined approaches, this project will characterize the seat and occupant response of typical energy absorbing seats.

Start date: 08-17-2022

End date: 09-29-2023

Last modified: 01-18-2024

Copyright information:

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Replacement of Cushions in Energy Absorbing Seats – EA Seat performance

Question not answered.

Question not answered.

Question not answered.

Question not answered.

0. Dataset and Contact Information:

Name of Project: Replacement of Cushions in Energy Absorbing Seats – EA Seat performance

Project Number: 12.3

PI: David Moorcroft - ORCID #0000-0002-9709-1150

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U.S. Department of Transportation, Federal Aviation Administration, Civil Aerospace Medical Institute,

URL:https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/aam/cami/

Initial DMP: 4/26/2023

This data set includes sled test data of energy absorbing seats.

This project will document the performance of energy absorbing seats.

Sensor output, pre & post test pictures, high speed video, and photometric results are provided.

This data is created by physical experiments. Sensors include load cells and accelerometers. Data set also included video from high speed cameras and photos from still cameras.

Data from test series run in 2018 and 2020.

No existing will be used for this test series.

Potential users of the data are aircraft and/or seat manufacturers. They may use this data to assist in their design.

Typical users of the data include research analyst and principle investigators. Also, research sponsor (policy makers) may refer to the data to confirm their understanding of the results as they develop safety guidance.

Industry subject matter experts may refer to the data to verify the justification for following the safety guidance and adapting their operations.

Data will be made publicly available.

NHSTA, <https://www-nrd.nhtsa.dot.gov/database/veh/>

Unless otherwise noted, refer to "Section 0: Dataset and Contact Information", the FAA line-of-business (LOB) is identified, which is responsible for generating the data, and is also responsible for managing the data initially, and by default long-term, the FAA's Enterprise Information Management (EIM) will manage and catalog the data. Refer to the [FAA Data Governance Center](#), this is landing page and access point to EIM uploaded datasets.

Once the test series and the project is complete, a full review will be conducted to ensure all data and external references are correct, all data accessible and the DMP outline is met.

Unless otherwise noted, refer to "Section 0: Dataset and Contact Information," the FAA line-of-business (LOB) is identified, which is responsible for generating the data, and is also responsible for managing the internal project management processes to ensure adherence to the published data management plan (DMP). Details of the particular FAA LOB's DMP adherence processes can be provided on-demand. Typical processes require management review and sign-off at project start and close-out.

2. Standards Employed:

Sensor output data will be published as ascii text. High speed video will be available in MP4 format. Still photos published as JPEG. Photometric data available as ascii text. Not using proprietary data formats.

Not using proprietary data formats.

Data's file formats are standard formats.

The file formats used are standard to our field.

The database ensures that all fields are properly defined and provides space for the test conditions to be defined.

The current metadata schema plan will follow a generic Metadata Object Description Schema (MODS). Likely to change based on future guidance or updated best practices.

The metadata will reviewed for accuracy prior to publishing to the Transport Research Board at www.trb.org.

Necessary software tools: The file formats will include: .txt files, .csv, .jpeg, .mp4. The .txt and .csv file formats can be open with any text editor, such as Microsoft note pad. A free text editor available from Microsoft is Basic Text Editor. The .jpeg files can be viewed with Microsoft Photos, and a free version of One Photo Viewer is available.

Refer to "Section 0: Dataset and Contact Information", the FAA line-of-business (LOB) identified is responsible for managing quality control standards in the data generation and initial creation of the associated metadata. Once uploaded by default upon project completion and long-term, the data and its associated metadata is managed by FAA's Enterprise Information Management (EIM). Refer to the [FAA Data Governance Center](#). This is the internal FAA landing page and access point to EIM uploaded datasets and processes. Thus, all data uploaded to the EIM platform follows the quality control measures set forth in managing FAA datasets, where EIM states "FAA Data

Stewards publish data thru the FAA Data Governance Center hosted and managed by the FAA Chief Data Office. Here the metadata is curated and validated for quality and accuracy. The FAA Data Steward enters metadata and verifies quality and accuracy before publishing to data.faa.gov.”

These data files are in the public domain and can be shared without restriction. The data file contain no sensitive information. Data will be publicly available through the Transport Research Board at www.trb.org.

Not applicable.

Not applicable.

Unless otherwise noted, the data described in this DMP is generated and managed by the Federal Aviation Administration. The data are in the public domain, and may be re-used without restriction.

Unless otherwise noted (e.g., data is partially proprietary by an external entity, where intellectual property is shared), this data is required to be made available in open, machine-readable formats, while continuing to ensure privacy and security in accordance with the OPEN Government Data Act, which is Title II of the Foundations for Evidence-Based Policymaking Act.

Unless otherwise noted, there is no shared copyrights on the data described in this DMP.

There are no rights transferred to the permanent archive or repository to accompany this dataset described in this DMP.

Unless otherwise noted, there is not a need for the data in this DMP to be licensed for reuse, redistribution, and/or its derivative products.

This data set will be archived at the NHSTA, TRB and the NTL databases. Prior to archiving the data set will be stored on the CAMI server which is backed up daily.

URLs will be updated once assigned links.

The data is expected to be submitted to the archive within six (6) months of competition of the project.

The data will be stored on a Federal Aviation Administration server until data is archived.

Unless otherwise noted, the data described in this DMP shall be uploaded, stored, and managed permanently by the FAA's Enterprise Information Management (EIM) platform. This platform is managed and hosted by the FAA's, IT Shared Services organization - Chief Data Office and all back-up, disaster recovery, off-site data storage, and other redundant storage strategies are managed internally by this office and adhering to all FAA mission support policies. For more information and details on these processes, see [FAA EIM Platform](#) or contact the FAA line-of-business (LOB) that is identified in "Section 0: Dataset and Contact Information," which is responsible for generating the data.

Unless otherwise noted, the data described in this DMP will initially (prior to receipt into the FAA's Enterprise

Information Management (EIM) platform) be generated and managed by the FAA line-of-business (LOB), identified in "Section 0: Dataset and Contact Information." The FAA LOB will maintain (3) copies of the data within protected and monitored FAA government servers, facilities, and cloud platforms.

Unless otherwise noted, the long term storage of the data described in this DMP will persist indefinitely in the FAA's Enterprise Information Management (EIM) platform following standard government policies and best practices.

Yes, persistent identifiers linked to the data are employed by the archive.

Unless otherwise noted, the data described in this DMP shall be uploaded, stored, and managed permanently by the FAA's Enterprise Information Management (EIM) platform. The EIM Platform is an FAA-developed, cloud-based, big data platform that consists of two key items: (1) "Data Mall" – this is a large repository for FAA data. It is organized and catalogued for easy access, but safeguarded to preserve its integrity and protect data from unauthorized access. And (2) an "App Mall" – this is a collection of curated technologies and tools to enable FAA personnel to transform data into information. For more information, see [FAA EIM Platform](#). The platform's DATA.FAA.GOV is the FAA's clearinghouse site for publicly available FAA data and managed and hosted by the FAA's, IT Shared Services organization - Chief Data Office. It is public gateway to the Enterprise Information Management (EIM) platform that is dedicated to managing data and information to improve efficiency, reduce costs, promote transparency, and enable business insight across the FAA. Thus, this FAA repository meets all the criteria outlined in the DOT Public Access Plan above.

This data management plan was created to meet the requirements enumerated in the U.S. Department of Transportation's "Plan to Increase Public Access to the Results of Federally-Funded Scientific Research" Version 1.1 << <https://doi.org/10.21949/1520559> >> and guidelines suggested by the DOT Public Access website << <https://doi.org/10.21949/1503647> >>, in effect and current as of Month(Write out) Day(XX), Year(XXXX).

Planned Research Outputs

Data paper - "TBD"

Dataset - "EA Seat Performance"

Planned research output details

Title	Type	Anticipated release date	Initial access level	Intended repository(ies)	Anticipated file size	License	Metadata standard(s)	May contain sensitive data?	May contain PII?
TBD	Data paper	2023-09-28	Open	ROSA P		Creative Commons Attribution 4.0 International	None specified	No	No
EA Seat Performance	Dataset	2023-06-29	Open	None specified		Creative Commons Attribution 4.0 International	None specified	No	No