

Aircraft *interiors* INTERNATIONAL

SEPTEMBER 2019

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THE FUTURE OF IFEC
A top industry consultant shares insights into the next generation of IFEC systems and how they will benefit passengers and operators

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AIRCRAFT
INTERIORS
EXPO AMERICAS
2019

SHOW ISSUE

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the **privacy** *issue*

PASSENGERS FEAR THAT IFE SYSTEMS
COULD INTRUDE INTO THEIR PRIVACY.
IS THE RISK REAL OR PERCEIVED?

LONSEAL®

AIRCRAFT FLOORING

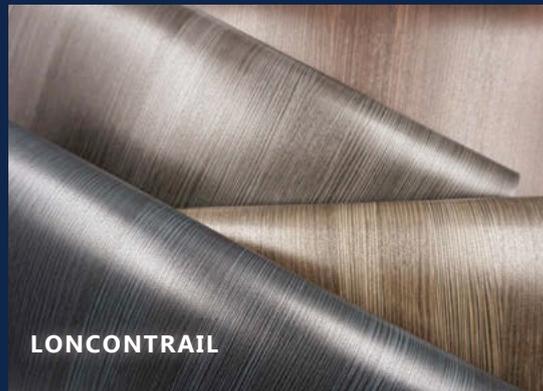
STRENGTH • PERFORMANCE • TRUST



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CIRRUS COLLECTION

Meet the **CIRRUS COLLECTION**. From the intricate grain details to the unique characteristics of real woods, Lonseal brings you flooring that is luxurious in style and delivers high performance and quality. The Cirrus Collection provides timeless beauty of wood that enhances the aesthetic environment in an air cabin space.

The Cirrus Collection is part of Lonseal's Aircraft Flooring Weight Reduction Program. Lonseal® has made their featherweight technology applicable to all existing aircraft flooring, making Lonseal a leader in aviation flooring.

- Featherweight technology that makes it more than 30% lighter than standard flooring products
- Three layer construction with a non-porous surface, excellent high-traction and dimensional stability
- Exclusive to Lonseal, **GreenMedic®** anti-microbial formulation that increases infection control and **GreenAir®** a feature that provides low VOC for better air cabin quality
- **REACH** compliant formulation and meets FAR 25.853a and FAR 25.793

Visit www.LONSEAL.com to see the wide range of aircraft flooring designs and colors.
International: 1+310.830.7111 Toll Free: 800.832.7111

STAND: 2407

The beauty of wood

Many aircraft interiors are inspired by luxury hotels and residential design, with wood gaining the attention of many aircraft owners because it can make a cabin space feel luxurious and calming.

Weight is a major factor when designing an aircraft interior, so the use of real wood is not always an option. Thus Lonseal aircraft sheet vinyl flooring is a good option for wood-look flooring in the cabin, and the Cirrus Collection has a range of realistic wood finishes. From copying the intricacy of grain details to the unique characteristics of real wood, this collection provides the timeless beauty of wood in the cabin. All flooring within this collection has Lonseal's Featherweight formulation, which reduces weight by up to 30% compared with some standard flooring.



AIX is co-located with APEX Expo. See p106 for a preview of the show

STAND: 2336

SLIDES AND RAILS

Radial Aerospace specialises in telescopic slides, drawer slides and linear rails for aircraft, to facilitate the sliding, transfer and withdrawal of loads. In Los Angeles the company will be showing a range of seating slides designed for strength and rigidity (load capacities of 304kg and 170kg are available), high-strength aerospace grade T6 beams, cross-roller bearings for stability and rigidity at full extension, a wiper system to prevent dirt ingress, and shock-absorbing end stops. The slides are made from lightweight, non-corrosive metal and have been independently tested and approved for aircraft seating, with AS9100 approval.



Accessible design



MICHELE ERWIN, FOUNDER AND PRESIDENT OF ALL WHEELS UP, WILL BE SPEAKING AT THE CABINSPACE LIVE SEMINAR, DISCUSSING ACCESSIBLE CABIN DESIGN. AHEAD OF THE EVENT, WE ASKED HER A FEW QUESTIONS...

WHAT ARE THE GOALS OF ALL WHEELS UP?

Our mission statement is that through research and advocacy, we work to increase awareness and ultimately the feasibility of a wheelchair spot on airplanes. Our ultimate goal is to have a wheelchair spot on planes, just as you find on buses, trains and Disney rides today.

WHAT OBSTACLES HAVE YOU ENCOUNTERED IN YOUR CAMPAIGN?

In the early years, it was getting organisations to believe that a wheelchair spot was possible. Now that we have invested in the initial research, and have proven the feasibility, the conversations are about research and facts, and as the only organisation in the world that has invested and funded the research needed, it puts All Wheels Up in the unique position to discuss and share engineering opportunities and research.

Today our biggest obstacle is funding. We always get asked how we raised enough money to do our crash testing. I say we are funded US\$25 at a time. We are not funded by large grants or the FAA – we are supported by individual donors who want to see a more accessible future. Individuals' fundraising and hosting events on behalf of All Wheels Up and a wheelchair spot is how we have funded our research.

However, we are starting to see organisations sponsor some of our initiatives. We have followed the model of cure-based organisations and are working to build a pipeline of solutions, just as a cure-based research organisation would. We not only focus on the research, but general white paper studies as well as support data. We need to be prepared to answer all questions raised by the industry, whether

it be regarding the safety facts or financial data.

WHAT ARE YOUR MAIN CONCERNS FOR WHEELCHAIR USERS ON BOARD AIRCRAFT?

While our goal is for a wheelchair spot on planes, our main focus is safety for all passengers. That is why All Wheels Up has invested in crash testing wheelchair tie-down systems and wheelchairs under the guidance of the FAA, and our testing passed the initial criteria for safety standards. While there is a lot more work to be done, we have not just proven the feasibility, but that it is safe.

Because All Wheels Up's main focus is safety, we have introduced a new board member who is a cabin safety expert to help us address the concerns from the industry. All Wheels Up understands the importance of research & development, and all the phases that must be met to get to proper certification of both wheelchair restraint systems and wheelchairs. Because of this, All Wheels Up does not quote a timeframe for implementation.

WHAT COULD THE AIRCRAFT INTERIORS INDUSTRY DO TO HELP THE CAUSE?

As a not for profit, we have so many different "asks", but the aircraft interiors industry provides us a unique opportunity. A4A has asked us to build up our board with experts from the aviation industry so we can have a bigger seat at the table. If anyone has an interest in working on a great cause and would like to share their valuable expertise, we would love to hear from you. If you are with an organisation and want to help us succeed, we can discuss sponsoring one of our initiatives or sponsoring one of our next working group sessions.