

MIL-STD-846C(USAF)
NOTICE 1
17 November 1977

MILITARY STANDARD

ESCAPE SYSTEM TESTING: GROUND, TRACK, AND FLIGHT TEST

TO ALL HOLDERS OF MIL-STD-846C(USAF):

1. PAGE 12 OF MIL-STD-846C(USAF) HAS BEEN REVISED AND SUPERSEDES PAGE 12 DATED 22 JANUARY 1974.
2. RETAIN THIS NOTICE AND INSERT BEFORE TABLE OF CONTENTS.
3. Holders of MIL-STD-846C(USAF) will verify that the page change indicated above has been entered. This notice will be retained as a check sheet. This issuance, together with appended pages, is a separate publication. Each notice is to be retained by stocking points until the Military Standard is completely revised or canceled.

Custodian:
Air Force - 11

Review activity:
Air Force - 99

Preparing activity:
Air Force - 11

(Project 1680-F434)

MIL-STD-846C (USAF)

5.5.3 Previously qualified ejection or extraction seats.

a. Single Crew Station Aircraft: Escape systems previously qualified to MIL-STD-846 shall be subjected to additional testing to establish compatibility with the aircraft crew station configuration into which the seat is to be installed. These compatibility tests shall include at least eight consecutively successful tests to demonstrate a minimum reliability of integration with the weapon system of 75 percent at the 90 percent lower confidence limit. The escape system program shall be in accordance with those requirements specified for the initial seat qualification test program with the exception that a minimum of eight system tests shall be accomplished in lieu of 22 system tests. The eight system track tests shall be in accordance with 5.3.1, 5.3.1.1, and 5.3.1.2. The two zero speed tests specified in 5.3.1(a) shall include one through-the-canopy ejection if permitted by the aircraft canopy design. As specified in 5.3.1(b), six track tests (two each at low speed, intermediate speed, and high speed) shall be conducted.

b. Multiplace, Tandem and Side-by-Side Crew Station Aircraft: Unless the Air Force approves a different test program, the tests required by 5.5.3(a) shall be repeated for each additional escape system station. In order to reduce the total number of test runs, the contractor may submit crew station and escape system similarity data for approval by the Air Force. In the case of similar crew stations, four test runs (eight consecutive successful ejection tests or more), over the speed range, are considered the minimum required to satisfy the reliability and confidence limits specified in 5.5.3(a) and to demonstrate seat/system sequencing.

c. When the previously tested and approved canopy (or hatch) jettison system is not being modified to accommodate the proposed qualified ejection system, the procuring activity will determine if any tests will be required with canopies (or hatches) to demonstrate interfacing.

Custodian:
Air Force - 11

Preparing activity:
Air Force - 11

Review activity:
Air Force - 99

Project No. 1680-F434

Supersedes page 12 of 22 January 1974