

Business Jet Seating

Standard Features

- Crashworthy crew and passenger seats are based on BAE Systems' latest "Next-Generation" seat design
- More than three decades of successful crashworthy seat design and development experience
- Seat designs will meet or exceed the requirements of FAR 23 or 25 for crashworthy seats
- Modular low-risk design
- Crew and passenger seats share a common seat frame assembly, with many more common components on the seat base assemblies
- The seat systems can accommodate a range of occupants from 5th-percentile female to 95th-percentile male
- Padded headrest adjustable vertically and horizontally
- Integrated inboard or outboard armrests
- Optional Shukra-type adjustable lumbar mechanism enables the occupant to vary the seat back curvature in the lumbar area
- The stroking seat pan is an integral part of the energy-absorption (EA) system of the seat
- Designed to operate with very small stroke volumes of less than 2 in (5 cm)
- Stroking seat pan system is the most compact, reliable, easy-to-manufacture, energy-efficient system for absorbing crash loads
- Customizable energy absorber to meet the seating requirements of FAR 23 or 25

KEY FEATURES

- Energy-absorbing
- Lightweight yet rugged
- Maximum styling flexibility
- Common seat frame assembly
- Accommodates 5th-percentile female to 95th-percentile male occupants
- Designed to meet requirements of 14CFR 23 or 25



The products featured in this datasheet are conceptual representations. The designs leverage our 30 plus year history of energy-absorbing seating experience. Our business jet seats are intended to provide maximum styling flexibility, with built in functionality, and uncompromising safety in mind.

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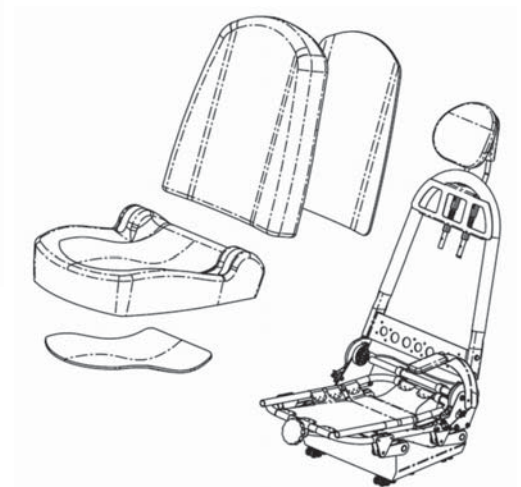
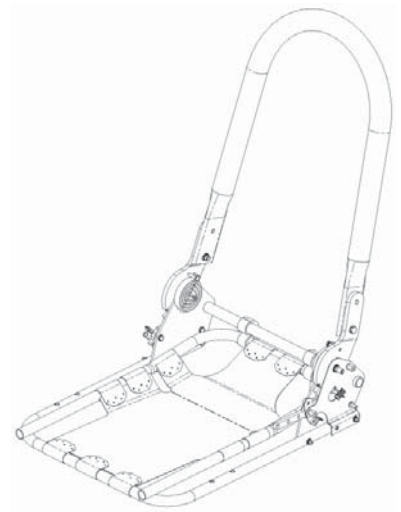
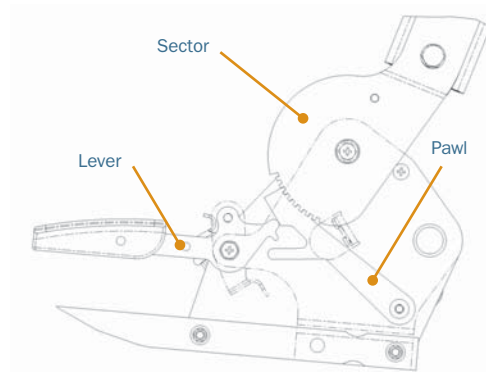
Restraints

- Crew Seats
 - SCHROTH four-point harness with adjusters in both shoulder and lap belts
 - Single-action, $\pm 45^\circ$ lost-motion rotary buckle
 - Optional manual locking control available
- Passenger Seats
 - Three-point restraint with an adjuster in the lap belt
 - Non-rotary single-action push button buckle
 - Can be mounted to the seat, providing occupant restraint throughout the range of seat adjustment, or to the airframe for reduced weight and cost
- All restraint systems will be certified TSO-C114



Pawl-And-Sector Recline Mechanism

- The recline mechanism allows a full range of motion
- Seatback fold-over and full-recline options are fully incorporated into the basic seat assembly
- Because of the flexibility of the recline mechanism design, the range can be tailored to match that required for each seating position
- The recline mechanism provides for 6° fixed adjustment increments



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