

VIP Helicopter Seating

From military folding troop seats to FAA-certified lightweight crew and passenger seats to Presidential VIP seating, BAE Systems is the provider of choice for the world's helicopter operators.

Standard Features

- 3- or 4-point restraints*
- Ergonomic cushion design
- Fire-Block foam
- Custom leather and styling (colors and plating)
- Forward, aft, or side facing

* Since 1991, SCHROTH™ has been supplying major airplane and helicopter manufacturers with state-of-the-art occupant restraint systems. More than 40 years of experience in dynamic testing and innovative design have made SCHROTH™ the premier aviation restraint supplier.

Optional Features

- Headrest
- Armrest
- Vertical adjustment
- Horizontal adjustment
- Swivel adjustment
- Adjustable thigh and lumbar support
- Ballistic protection
- Data and power outlets
- Flight phone
- Fold-over seat back
- Integrated cup holder

KEY FEATURES

FAA certified to TSO-C127a


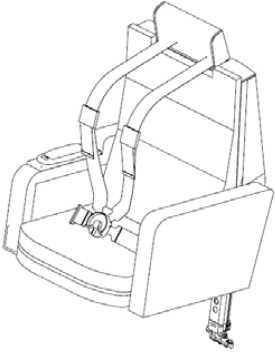
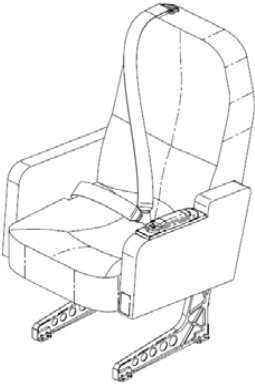
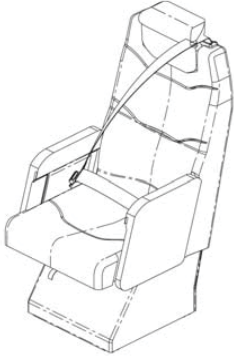
Military qualified to MIL-S-58059A

Applications include:

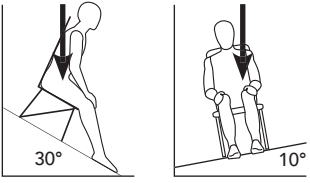
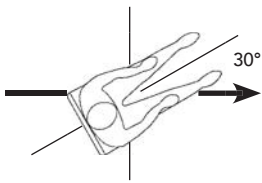
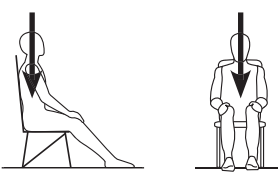
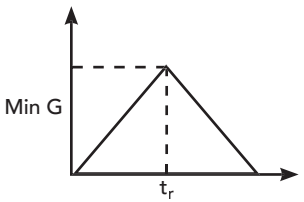
- BA609
- Bell 412, 427, 430
- Eurocopter EC-145
- VH-60, VH-71A



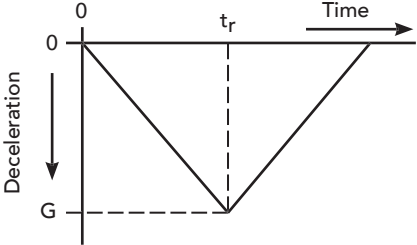

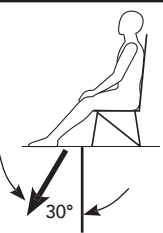
Seat Matrix

	S7000 FAMILY	S3000 FAMILY	S5000 FAMILY	S5000 FAMILY
				
Part Number	116300-1	116400-1	116501-1	116510-5
Weight	110-120 lb (50-54 kg)	36-39 lb (16-18 kg)	30-35 lb (13-16 kg)	33-35 lb (15-16 kg)
FAA Certification	– N/A	– Meets TSO-C127a, Type B for FAR Part 29 requirements	– Meets TSO-C127a, Type B for FAR Part 29 requirements	– TSO-C127a (Pending)
Military Qualifications	– MIL-STD-58095A – MIL-STD-810F	– MIL-STD-810F	– MIL-STD-810F	– N/A
Features	<ul style="list-style-type: none"> – Qualified for Any Facing – Direction (Fwd, Side, Aft, and in between) – Extra-Wide Seat Pan Width – 4-Point Restraint with Rotary Buckle – Dual MA-16 Inertia Reels with lock – Inflatable Thigh and Lumbar Supports – Bolstered Cushioning – Fixed Headrest – Fixed Armrests – Decorative Control Levers – Magazine Pouch – Horizontal Adjustment – Rotational Adjustment – MS33601 Track Interface – Base and Back Fairings – Fabric or Leather Upholstery 	<ul style="list-style-type: none"> – Side Facing – 4-Point Restraint with Rotary Buckle – MS33601 Track and sidewall Interface – Bolstered Cushioning – Fixed Headrest – Fixed Armrests w/ Power and Internet Outlets – Fabric or Leather Upholstery 	<ul style="list-style-type: none"> – Forward Facing – 3-Point Restraint with detachable shoulder belt – Inertia Reel option – MS33601 Track Interface – Base Fairing – Bolstered Cushioning – Fixed Armrests w/ Power and Internet Outlets – Base Fairing (not shown) – Fabric or Leather Upholstery 	<ul style="list-style-type: none"> – Forward or Aft Facing – 3-Point Restraint with Inertia Reel – MS33601 Track Interface – Adjustable Armrest – Adjustable Headrest – Base Fairing – Fabric or Leather Upholstery

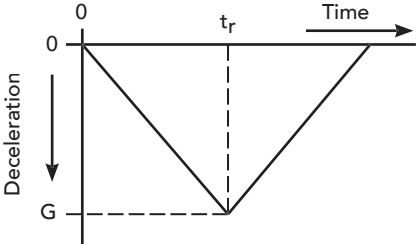

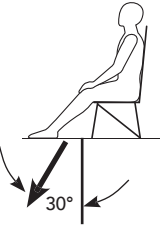
S7000 Typical Dynamic Test Conditions

TEST 1		TEST 2		TEST 3		Min G/ t_r	
							
Parameter	Limits	Parameter	Limits	Parameter	Limits		
Min V m/sec (ft/sec)	15.2 (50)	Min V m/sec (ft/sec)	15.2 (50)	Min V m/sec (ft/sec)	12.8 (42)		
Max. tr/sec	0.043	Max. tr/sec	0.066	Max. tr/sec	0.0366		
Min. G	46	Min. G	28	Min. G	46		

S5000 Typical Dynamic Test Conditions Per SAE AS8049A Type B

Illustration shows a forward facing seat Inertial load shown by arrow	TEST 1	TEST 2	Test pulse simulating aircraft floor deceleration-time history  t_r = rise time V = Impact Velocity G = Deceleration measured on the test fixture or the sled near the seat position
			
Min V m/sec (ft/sec)	9.14 (30)	12.80 (42)	
Max. tr/sec	0.031	0.071	
Min. G	30	18.4	
Deform floor:			
Degrees roll	10°	10°	
Degrees pitch	10°	10°	

S3000 Typical Dynamic Test Conditions

Illustration shows a forward facing seat Inertial load shown by arrow	TEST 1	TEST 2	Test pulse simulating aircraft floor deceleration-time history  t_r = rise time V = Impact Velocity G = Deceleration measured on the test fixture or the sled near the seat position
			
Min V m/sec (ft/sec)	9.14 (30)	12.80 (42)	
Max. tr/sec	0.031	0.071	
Min. G	30	18.4	
Deform floor:			
Degrees roll	10°	10°	
Degrees pitch	10°	10°	

VIP Helicopter Seating

Since the introduction of the first successful military crashworthy crew seat in the UH-60 Black Hawk in 1975, we have earned the reputation as a pioneer in aerospace crash safety and combat survivability. The BAE Systems Platform Survivability team develops crashworthy crew, troop, passenger, and VIP seating systems, airframe and occupant armor, and air bag systems to protect aircraft occupants. Our full range of lightweight composite, ceramic-composite, and transparent aircraft armor solutions is unparalleled in the industry. The BAE Systems team is dedicated to providing innovative, life-saving products to the rotorcraft market.

VH-71 / VH-60



From the warfighter to chief executives, the S5000's lightweight, ergonomic design provides a modular approach that meets the needs of the most discerning helicopter passenger. The S5000 was selected after extensive evaluation as the seat of choice for the U.S. Government's next Presidential Helicopter.

- Rotorcraft seat supplier of choice for the U.S. military
- Sole supplier of troop seats for the C-17 Globemaster transport aircraft
- Providing proven energy-absorbing seat designs for rotorcraft
- Wide range of seats designed to meet customer requirements in weight, crashworthiness, comfort, and ballistic protection
- Leading-edge designs incorporate adjustable recline, adjustable lumbar and thigh cushion support, and monolithic ceramic armor for weight savings and ballistic protection

BA609 / Bell 412 / EC-145



Years of testing and refined designing has resulted in a seat suitable for the world's most advanced rotorcraft. The S5000 provides lightweight and ergonomic features in a seat that meets the most stringent FAA requirements for the first commercial tiltrotor.

FOR MORE INFORMATION CONTACT:

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