Wall Style
Aircraft Troop Seat

**Improved Safety** — BAE Systems’ crash resistant troop seat is the first Wall Style Troop Seat to be successfully tested in dynamic crash conditions.*

- 30° nose down surpassing 14 Gs
- 10° yaw surpassing 16 Gs
All fabric meets the FAR 25.853 vertical burn test requirements by utilizing inherently flame-resistant textile materials and flame-retardant treated nylon webbings and tapes.

**DURABILITY**
Utilizing quality fabrics and developing rugged designs distinguishes BAE Systems and its Wall Style Troop Seat from existing in-service, bench-type seats. High strength aluminum tubing and durable fabric withstands wear and tear and provides superior safety. This provides significant cost reductions in replacement and repair expenses.

**OCCUPANT COMFORT**
The Wall Style Troop Seat has added comfort by ensuring the occupant’s clearance of the seat structure. The seat back is made from a single piece of material designed to minimize equipment snags and provides continuous support.

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*SEAT WEIGHTS*

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<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>1-Man:</td>
<td>6 lb (2.8 kg)</td>
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<tr>
<td>2-Man:</td>
<td>10 lb (4.9 kg)</td>
</tr>
<tr>
<td>3-Man:</td>
<td>15 lb (7.0 kg)</td>
</tr>
</tbody>
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Lightweight, crashworthy, fixed wing troop seat
Structural Integrity and Seat Comfort

**Features**

- Interfaces with Existing C-130, C-141 and KC-135 Installation Points
- Fabric Assembly Materials
  Meets FAR 25.853 vertical burn requirement
- Eliminates Spreader Bar Contact with Occupant
- Improved Spreader Bar Fitting Connection to Aircraft Support Bar
  Machined aluminum for better durability
- Dynamic Strength Verification
  Dynamic tests performed meet all requirements
- Static Testing
  Test loads applied with contoured anthropomorphic block to highest standards
- Seat Back Configuration
  Seat back is made from the same Aramid material as the seat pan to provide a continuous, durable support surface that does not snag equipment and is adjustable to accommodate a backpack or parachute
- Environmental Testing
  Compliance to MIL-STD-810F
- Inter-Seat Fabric Connectors
  Continuous zipper connection for each seat bottom and seat back connection for added strength
- Fabric Connection
  Fabric attached with machine screws for ease of repair
- Floor Fitting Release
  Easily grasp any part of the leg tube for quick release
- Seat Bottom
  Double layer for improved strength and wear, adjustable to eliminate sag

**USAF Performance Requirements**

<table>
<thead>
<tr>
<th>Configuration</th>
<th>ATD Weight (lb)</th>
<th>Attitude</th>
<th>Velocity (fps)</th>
<th>Deceleration (Gs)</th>
<th>Qualification Test Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-Man, 2-Man, 3-Man</td>
<td>250/occupant</td>
<td>30° Pitch Down</td>
<td>35</td>
<td>14</td>
<td>Pass</td>
</tr>
<tr>
<td>1-Man, 2-Man, 3-Man</td>
<td>250/occupant</td>
<td>10° Yaw</td>
<td>44</td>
<td>16</td>
<td>Pass</td>
</tr>
</tbody>
</table>

*Testing conducted using 250 lb anthropomorphic test dummies
**Reference USAF Performance Requirements document PD990315

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