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Responsible committee: ACE/1 International and European Aerospace Policy and Processes

Interested committees:

Title: Draft BS EN 4727 BS Aerospace series - Standardized passenger seat weight information.

Please notify the secretary if you are aware of any keywords that might assist in classifying or identifying the standard or if the content of this standard

- i) has any issues related to 3rd party IPR, patent or copyright
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- iii) requires additional national guidance or information

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Full document details: 24/30492898 DC

Introduction

This draft standard is based on national and international discussions. Your comments on this draft are invited and will assist in the preparation of the consequent standard.

For international standards, comments will be reviewed by the relevant UK national committee before sending the consensus UK vote and comments to the international committee, which will then decide appropriate action. If the international standard is approved, it is usual for the text to be published as a British Standard.

For national standards, comments will be reviewed by the relevant UK national committee and the resulting standards published as a British Standard.

UK Vote

Please indicate whether you consider the UK should submit a negative (with supporting technical reasons) or positive vote on this draft. Please indicate if you are aware of any reason why this draft standard should not be published as a British Standard.

Submission of Comments

- **Annotated drafts are not acceptable and will be rejected.**
- All comments should be submitted online at <https://standardsdevelopment.bsigroup.com/>. You will need to register in order to comment.

Template for comments and secretariat observations

Date: xx/xx/20xx	Document: ISO/DIS xxxx
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1	2	(3)	4	5	(6)	7
MB	Clause No./ Subclause No./Annex (e.g. 3.1)	Paragraph/ Figure/Table/Note	Type of comment	Comment (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted
	3.1	Definition 1	ed	Definition is ambiguous and needs clarifying.	Amend to read '...so that the mains connector to which no connection...'	
	6.4	Paragraph 2	te	The use of the UV photometer as an alternative cannot be supported as serious problems have been encountered in its use in the UK.	Delete reference to UV photometer.	

English Version

Aerospace series - Standardized passenger seat weight information

Série aérospatiale - Définition normalisée du poids
d'un siège passager

Luft- und Raumfahrt - Standardisierte
Sitzgewichtsangaben für Passagiersitze

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee ASD-STAN.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

This draft European Standard was established by CEN in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

Warning : This document is not a European Standard. It is distributed for review and comments. It is subject to change without notice and shall not be referred to as a European Standard.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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European foreword

This document (prEN 4727:2024) has been prepared by ASD-STAN.

This document is currently submitted to the CEN Enquiry.

This document will supersede EN 4727:2017.

This document includes the following significant technical changes with respect to EN 4727:2017:

- new Clause 3 Terms and definitions added;
- description added how to estimate the seat weights in 5.3;
- description added how to calculate the seat weights and calculated seat weights to be shown on the supplier drawings and DDP instead of actual seat weight empty in 5.4;
- definition of actual seat weight empty refined in 5.5;
- seat weight for the eco efficiency index added in 5.8;
- defined seat weight changed into seat weight accuracy in 5.9.

Introduction

The weight for cabin equipment is an important topic in the aviation business. The cabin equipment weight has a direct impact on the payload of the aircraft, operation cost and revenue of the airlines. Due to the quantity of aircraft seats, seats are one of the major weight drivers in the cabin. At this time, a lot of seat weights are used without any clear definition, e.g. allowable max. weight, certified weight, defined weight. For the definition of each customer specific cabin, it is important to get comparable seat weights. Aircraft seats are very different with regard to seat envelope dimensions and integrated features and options. For a weight determination and product comparison, it is very helpful to get comparable weight information based on a standard weight.

In this document, the following verbal forms are used:

- “shall” indicates a requirement;
- “should” indicates a recommendation;
- “may” indicates a permission;
- “can” indicates a possibility or a capability.