



BSI Standards Publication

Aerospace series — Standardized passenger seat weight information

National foreword

This British Standard is the UK implementation of EN 4727:2025. It supersedes BS EN 4727:2017, which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee ACE/1, International and European Aerospace Policy and Processes.

A list of organizations represented on this committee can be obtained on request to its committee manager.

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Date	Text affected
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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 European Standard was approved by CEN on 4 August 2025.

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Contents

Page

European foreword	3
Introduction	4
1 Scope.....	5
2 Normative references.....	5
3 Terms and definitions	5
4 Abbreviations.....	5
5 Requirements.....	6
5.1 General.....	6
5.2 Catalogue seat weight.....	6
5.2.1 Seat categories I through IV	6
5.2.2 Seat categories V through VI.....	8
5.3 Estimated seat weight	9
5.4 Calculated seat weight	9
5.5 Actual seat weight empty.....	9
5.6 Maximum seat weight loaded.....	9
5.7 Certified seat weight.....	10
5.8 Seat weight for the eco efficiency index.....	10
5.8.1 General.....	10
5.8.2 Seat category I and II	10
5.8.3 Seat category III.....	11
5.8.4 Seat category IV	13
5.8.5 Seat category V and VI.....	14
5.9 Seat weight accuracy.....	17
6 Template of seat weight lists	18
Bibliography	19

European foreword

This document (EN 4727:2025) has been prepared by ASD-STAN.

After enquiries and votes carried out in accordance with the rules of this Association, this document has received the approval of the National Associations and the Official Services of the member countries of ASD-STAN, prior to its presentation to CEN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by March 2026, and conflicting national standards shall be withdrawn at the latest by March 2026.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes 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.

Any feedback and questions on this document should be directed to the users’ national standards body. A complete listing of these bodies can be found on the CEN website.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.

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.

1 Scope

This document specifies a definition for the different weight information for the weight reporting during the development and the certification phase. Further it is a baseline for a seat weight determination to get comparable seat weights for seat brochures, marketing reasons and the eco efficiency index.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 4912, *Aerospace series — ECO efficiency of seats*

3 Terms and definitions

No terms and definitions are listed in this document.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp/>
- IEC Electropedia: available at <https://www.electropedia.org/>

4 Abbreviations

CAD	computer aided design
CDR	critical design review
DDP	declaration of design and performance
DSM	decorative sheet material
EEI	eco efficiency index
FRM	front row monument
IFE	in-flight entertainment
IIL	installation instructions and limitations
OEM	original equipment manufacturer
pax	passenger
PCU	power control unit
PRM	people with reduced mobility
P/N	part number
PU	polyurethane
SEB	seat electronic box
std.	standard