

EJECTION SEAT WEIGHT LIMIT NOTIFICATION

FROM Squadron Commander	TO	DATE
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SUBJECT
Ejection Seat Weight Limit Notification

- REFERENCE
- (a) Flight Manual certified ejection seat design limits
 - (b) AFI 48-123, *Medical Examination and Standards*
 - (c) AFI 11-401/AETC Sup 1, *Aviation Management*
 - (d) AETCI 36-2205, *Formal Aircrew Training Administration and Management*

Certified aircrew member weight limitations for ejection seats used in AETC aircraft are as follows:

<u>AIRCRAFT</u>	<u>SEAT DESIGN LIMITS</u> <u>Nude Body Weight</u>
T-37, U-2, B-52	132 - 201
T-6	103 - 245
T-38	140 - 211
A-10, F-15, F-16, F-22, F-117	140 - 211
B-1, B-2	140 - 211

STANDARDS

AFI 48-123, *Medical Examination and Standards*, allows aircrew members as light as 103 pounds and as heavy as 245 pounds to qualify for a Class I/1A flight physical for ejection seat equipped aircraft. The maximum weight standard is reduced to 240 pounds for duty in the T-38. This leads to a situation where qualified aircrew members can exceed ejection seat design limits. All aircrew members must be aware of the limits of their respective ejection seats and be advised that the risk of injury from ejection is increased for those whose weight falls outside the seat design limits noted above.

RISKS

Ejection attempts by personnel whose nude body weight falls outside ejection seat design limits can result in increased risk of injury due to limb flail and drogue chute opening shock. The risk increases as either body weight or airspeed increases.

INDIVIDUAL RESPONSIBILITIES

Individual aircrew members flying in ejection seat equipped aircraft must thoroughly understand the ejection system capabilities and limitations described in the flight manual. Your initial briefing and this form present only a small part of your required understanding. Your individual body weight can greatly affect the degree of success you experience should you ever have to eject from your aircraft. As a result you must keep your weight within the 103 to 245/240 pound range. Additionally, you must make every effort to minimize your risk of injury by maintaining your weight within the ejection seat design limits listed above. Under no circumstances however, should you ever delay an ejection decision because of your body weight. By understanding your system's limitations before hand, you are better prepared to make required decisions more confidently and quickly.