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Aerospace series - Standardized passenger seat weight information

Táto norma obsahuje anglickú verziu európskej normy.  
This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 11/25

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English Version

## Aerospace series - Standardized passenger seat weight information

Série aérospatiale - Définition normalisée du poids  
d'un siège passagerLuft- und Raumfahrt - Standardisierte  
Sitzgewichtsangaben für Passagiersitze

This European Standard was approved by CEN on 4 August 2025.

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. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists 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.

CEN members are the national standards bodies of 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 United Kingdom.

EUROPEAN COMMITTEE FOR STANDARDIZATION  
COMITÉ EUROPÉEN DE NORMALISATION  
EUROPÄISCHES KOMITEE FÜR NORMUNG**CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels**

**EN 4727:2025 (E)**

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## 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.

**EN 4727:2025 (E)****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*

**koniec náhľadu – text ďalej pokračuje v platenej verzii STN**