

► TSO CREW SEAT

DESIGNED, CERTIFIED AND MANUFACTURED BY
AVIANOR



Avianor is a seat TSO holder for pilot, copilot, observer, and specialized seats. They are approved for installation on the De Havilland Canada Aerial Firefighter (CL-215, CL-415, and CL-515) and on various special-mission and military aircraft. Esthetical or structural customization to meet operational needs are available.

- CAN-TSO Approved Seat (9G)
- Approved for TTOL in FWD & SIDE facing position
- Available in different seat track spacing widths
- Customizable Trim & Finish

AVIANOR CAN CREATE AND DEVELOP NEW TSO SEATS UPON REQUEST

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Canadian Technical Standard Order Design Approval

Number: AP-82
Issue No.: 1
Approval Date: May 03, 2012
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This data sheet, which is part of Canadian Technical Standard Order (CAN-TSO) Design Approval No. AP-82, prescribes the conditions and limitations under which the product(s) for which the CAN-TSO Design Approval was granted meet(s) the standards of airworthiness required by the Canadian Aviation Regulations.

CAN-TSO Design Approval Holder:

Avianor Inc.
12405 Service Road A-2
Montreal International Airport
Mirabel, Quebec
Canada J7N 1H4

Models

Model 417-(10)-07 Operator Seat Assembly

Basis of Certification:

Airworthiness Manual Chapter 507 recognizing U.S. Department of Transportation (DOT) Federal Aviation Administration (FAA) Technical Standard Order TSO-C39c.

Approved Configuration:

Avianor Inc. Master Drawing List MDL09167078 Rev. G dated 20 April 2012 or later Transport Canada approved versions.

Limitations and Maintenance Instructions:

The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those installing this article either on or within a specific type or class of aircraft to determine that the aircraft installation conditions are within the TSO standards. TSO articles must have separate approval for installation in an aircraft. The article may be installed only if performed under the applicable airworthiness requirements.

The seat is approved as a Type A - Transport Airplane seat that may be installed in the Forward-facing (FF) or Sideward-facing (SF) directions.

(See Continuation Sheet)



Canadian Technical Standard Order Design Approval (Continuation Sheet)

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The seats are certified for the following loads:

- 5.0 g in the upward direction
- 7.7 g in the downward direction
- 4.0 g in the sideward direction
- 1.5 g in the rearward direction
- 9.0 g in the forward direction

The maximum allowable installed seat weight is 80.0 lbs [36.3] kgs (including restraints, optional life vest pouch and life vest, seat cushions and dress cover assemblies).

The maximum allowable weight of the customer-supplied optional life vest (to be stored in the pouch on the RHS of the seat) is 2.0 lbs [0.9] kgs.

The cushion assemblies (cushions and dress cover) and 3-point restraint system installed on the seat are integral parts of the Operator Seat Assy Model 417-(10)-07. Only the cushions, dress covers and 3-point restraint systems that are properly labeled and listed in the Illustrated Parts List are authorized to be installed on the seat.

The seat is approved for occupancy by adult personnel only.

The seat must be maintained in accordance with Mirabel Aero Service Manual No. 25-20-210 Revision NC dated 25 April 2012 Component Maintenance Manual & Illustrated Parts List, Operator Seat Assembly Model 417-(10)-07 or later Transport Canada accepted revisions.

- End -

Alex Pompei
Ontario Region
For Minister of Transport