

# US16LA

## EJECTION SEAT FOR JOINT PRIMARY AIRCRAFT TRAINING SYSTEM T-6 TEXAN II



**OVER 1958 US16LA  
EJECTION SEATS  
CURRENTLY IN  
SERVICE**



**29 LIVES SAVED  
USING A US16LA  
EJECTION SEAT**



The JPATS (Joint Primary Aircraft Training System) is designed to train students in basic flying skills, and is common to the U.S. Air Force and Navy. Designated the US16LA, this lightweight ejection seat is designed for training aircraft, such as the T-6 Texan II. It optimises the pilot field of view, improves comfort and pilot efficiency, and provides increased reliability and maintainability. With the Mk.16 lightweight low speed seat, ejection performance is optimised throughout the escape envelope, from zero height at zero velocity in a near level attitude through to 370 knots. It is designed to accommodate a very wide size and weight range.

- ▼ To accommodate the largest ever crew size range, both male and female
- ▼ To safely eject the largest ever crew weight range, both male and female
- ▼ To meet the most stringent ejection injury risk criteria ever specified for ejection seats
- ▼ To be very comfortable
- ▼ To be lightweight, thus benefiting aircraft performance, and compact
- ▼ To be very easily maintained, with maximum safety for ground crew
- ▼ To be reliable
- ▼ To be affordable, throughout its service life
- ▼ To set the standard for the new generation of cost-effective, high performance aircraft escape systems

### SPECIFICATIONS

### US16LA JPATS

Operating ceiling	50 000+ ft (15,250m)
Minimum height/speed	Zero/zero in near level attitude
Crew boarding mass range	62.3 to 123.0 kg
Crew size range	JPATS multi-variate body size cases 1 to 7
Maximum Speed for ejection	370 KCAS (aircraft limit 316 KCAS)
Parachute type	IGQ 5000
Parachute deployment	Cartridge initiated
Drogue parachute	5 ft
Drogue deployment	Cartridge initiated and deployed
Harness type	Torso
Ejection seat operation type	Ejection guns and underseat rocket motor
Ejection gun	Twin
Ejection initiation	Handle on seat pan initiates gas operated seat firing system
Automatic back-up unit	No, manual override
Electronic sequencer	No
Barostatic time-release unit	Yes + g-restrictor, cartridge initiated
Timers	Time delays in sequencing system
Seat adjustment	Up/down actuator operated 28 Vdc
Arm restraints	No
Leg restraints	Yes, two garters
Oxygen supply	Bottled emergency oxygen
Personal survival pack (PSP)	Yes + automatic deployment
Aircrew services	AConnection to emergency oxygen supply
Command ejection	Yes, via Interseat Sequencing System (ISS)
Canopy jettison	No
Canopy fracturing system	Yes
Interseat Sequencing System (ISS)	Yes