

NACES

Ejection Seat for F/A-18, EA-18 & T-45



Key Facts



Around 2400 US14A seats
currently in service



166 lives saved to date using the
US14A Ejection Seat



The US14A Ejection Seat is commonly known by the US Navy as NACES (Navy Aircrew Common Ejection Seat) from the program that originated it. The NACES Seat carries the US Navy designation SJU-17.

Following a US competition, Martin-Baker was awarded the NACES contract by the US Navy in May 1985. The intent of the programme was to develop a high-performance, high-technology Ejection Seat which would integrate with several aircraft types, such as the F/A-14D, the T-45 and F/A-18, enabling the US Navy to standardise the fleet.

The first production standard US14A Seat flew in an F-14D Tomcat in February 1990. Lot 34 deliveries continue to support production deliveries of the Boeing F/A-18E/F Super Hornet and F/A-18G Growler.

From the 3,022 Seats manufactured, 2,250 remain in-service with the F/A-18 Hornet, Super Hornet and T-45 Goshawk that are operated by the US, Australia, Canada, Finland, Kuwait, Malaysia and Switzerland.

Specification	NACES
Operating ceiling	50 000ft (15,250m)
Minimum height/speed	Zero/zero in near level attitude
Aircrew accommodation range	JPATS multi-variate body size cases 1-6
Aircrew nude mass range	46.7 to 111.1 Kg (103 to 245 lbs)
Maximum speed for ejection	600 KEAS
Parachute type	IGQ Type 5000 aeroconical 4-colour parachute
Parachute deployment	Electronic sequencer controlled
Drogue parachute	Yes, ribbon type
Drogue deployment	Electronic sequencer controlled
Neck protection	No
Harness type	PCU-56/P Torso harness with UWARS fitted
Ejection seat operation type	Catapult and Under Seat Rocket Motor (USRM)
Ejection gun / catapult	Single tube ejection gun / catapult
Ejection initiation	Handle on seat bucket initiates gas operated seat firing system
Automatic back-up unit	Yes, mechanical system with Barostatic Release Unit (BRU)
Electronic Sequencer	Martin-Baker Sequencer (MBS) powered by thermal batteries
Timers	Time delays imposed by sequencer and BRU
Seat adjustment	Up/down actuator operated 28 Vdc Fore/aft backrest translating adjustment mechanism (only on post P3I seats)
Arm restraints	No
Leg restraints	Yes, active system that uses aircrew mounted leg garters
Oxygen supply	Enhanced Emergency Oxygen System (EEOS) connection to main On Board Oxygen Generation System (OBOGS)
Seat survival kit	Yes + automatic deployment and liferaft inflation via static line
Aircrew services	Connection to main oxygen supply, mic/tel, anti-g, thermal cooling Interface to helmet
Canopy jettison system	Yes
Canopy severance system	Yes, only for T-45
Interseat sequencing system	Yes
Auto eject system	No

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