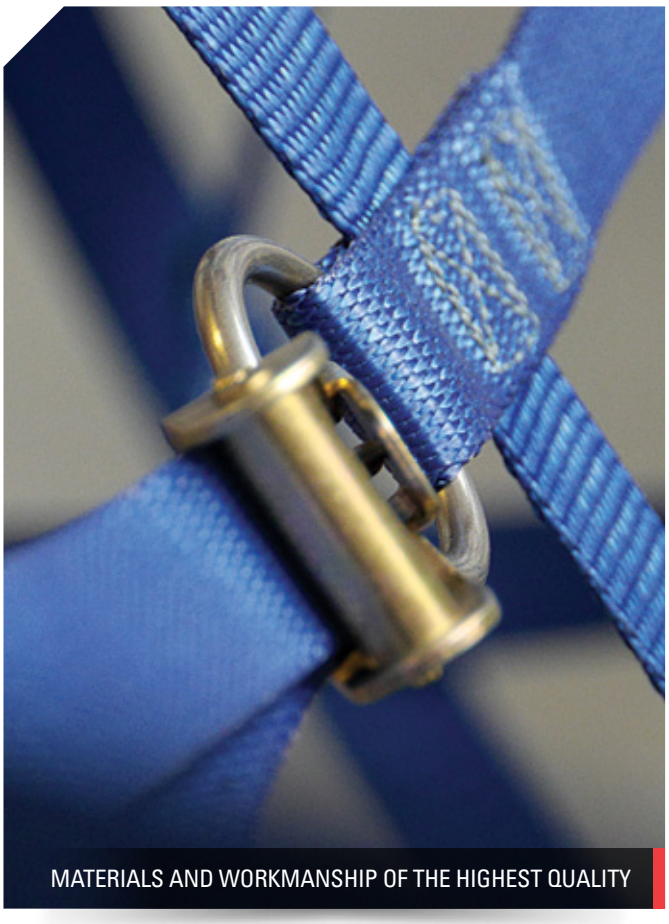
BULK-HOLD BAGGAGE NETS

Airframe restraint systems and straps for passenger aircraft

Baggage and bulk-hold restraints and straps prevent baggage and other bulk payloads from moving during flight. They are 'AmSafe Bridport specified' as original equipment on numerous commercial and regional aircraft. The nets are easy to remove for loading and unloading cargo and baggage, and are designed to withstand the demands of cargo operations. Manufactured using superior quality webbing and interface components, the nets and materials all comply with FAR/JAR 25.603.

Key Features & Benefits

- Specified by Airbus, Boeing, Bombardier Aerospace, British Aerospace, Commercial Aircraft Corporation of China (COMAC), Embraer, Saab, and Sukhoi
- Easy to remove for loading and unloading cargo and baggage
- Designed to withstand the demands of cargo operations
- Divider nets to partition the hold, while supporting the aircraft's weight and balance
- Door nets to maintain a clear area adjacent to the cargo hold door and to reduce incidents where cargo entry is restricted



MATERIALS AND WORKMANSHIP OF THE HIGHEST QUALITY

Design, Test and Certification

To ensure the structural integrity for its Bulk-Hold Baggage Nets, AmSafe Bridport uses non-linear dynamic finite element analysis (FEA). Tools and processes have been validated by a number of regulatory bodies and aircraft manufacturers. This allows modelling and analyses of cargo nets for customers without the requirement for additional, expensive and time-consuming full-scale testing.

A comprehensive design, qualification and certification service is also provided, and accreditations with the EASA Part 21 Design Organization are maintained. A qualification document package is provided in support of aircraft certification.

Designed for a typical configuration in a passenger aircraft belly-hold, AmSafe Bridport divider nets are used to partition the hold, while supporting the aircraft's weight and balance requirements.

AmSafe Bridport door nets are used to maintain a clear area adjacent to the cargo hold door and to prevent the area from being impeded. Rigid stanchions are often used, where necessary, to minimize the nets' deflection under load. The number of nets required in each hold area depends on the payload, the aircraft's g-force requirements, the number of available attachment points and the existing strength of the interface back-up structure.

Aftermarket Spares Service

Satair has distribution centers strategically located in Copenhagen, Atlanta and Singapore. For more information please visit www.satair.com

AOG Service

Satair also offers the provision of a 24 hour AOG service for us.

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