

Annex 1 to the Statement of Grounds for Amendment of GB 2447340 B

Text not originally included in claim 1 of the Patent is marked underlined and in blue and text to be removed is struck-through in red.

Claim 1

An ejection seat for an aircraft, the ejection seat comprising:

- a seat frame for supporting an aircraft occupant, said seat frame including a seat portion and a back portion;

- a propulsion subsystem for propelling the seat frame free of the aircraft in response to an eject signal; and

- a deployable headrest attached to the back portion of said seat frame, said deployable headrest comprising a headrest panel, that, in response to said eject signal, extends forward from a stowed position rearward of the occupant's head, to a forwardly extended position to support the rear of the occupant's head in an acceleration-induced tilted-forward position relative to the occupant's torso arising from acceleration of the seat and the occupant upon initiation of the propulsion subsystem, the forwardly extended position of the deployable headrest being effective to retain the occupant's head in said tilted-forward position against aerodynamic forces from exposure to windblast upon exiting the aircraft.

Claim 10

A method of ejecting an aircraft occupant from an aircraft, the method comprising:

- providing an ejection seat having a seat frame, a propulsion subsystem for propelling the ejection seat free of the aircraft in response to an eject signal, and a parachute for supporting the occupant after ejecting from the aircraft;

- providing a deployable headrest, said deployable headrest comprising a headrest panel, mounted to the seat frame and initially adopting a stowed position;

- in response to the eject signal, initiating the propulsion subsystem to propel the ejection seat free of the aircraft, thereby subjecting the occupant to an acceleration causing the occupant's head to assume an acceleration-induced tilted-forward position relative to the occupant's torso; and

- deploying the headrest forwardly relative to said seat frame from said stowed position to a deployed position in which the headrest supports the aircraft occupant's head in said acceleration-induced tilted-forward position and thereby retaining the occupant's head in said tilted-forward position against aerodynamic forces from exposure to windblast upon exiting the aircraft.

Annex 2 to the Statement of Grounds for Amendment of GB 2447340 B

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Claim 1

An ejection seat for an aircraft, the ejection seat comprising:

a seat frame for supporting an aircraft occupant, said seat frame including a seat portion and a back portion;

a propulsion subsystem for propelling the seat frame free of the aircraft in response to an eject signal; and

a ~~deployable~~ moveable headrest attached to the back portion of said seat frame, said moveable headrest comprising a headrest panel, that, in response to said eject signal, extends forward from a stowed position rearward of the occupant's head, to a forwardly extended position to support the rear of the occupant's head in an acceleration-induced tilted-forward position relative to the occupant's torso arising from acceleration of the seat and the occupant upon initiation of the propulsion subsystem, the forwardly extended position of the ~~deployable~~ moveable headrest being effective to retain the occupant's head in said tilted-forward position against aerodynamic forces from exposure to windblast upon exiting the aircraft.

Claim 10

A method of ejecting an aircraft occupant from an aircraft, the method comprising:

providing an ejection seat having a seat frame, a propulsion subsystem for propelling the ejection seat free of the aircraft in response to an eject signal, and a parachute for supporting the occupant after ejecting from the aircraft;

providing a ~~deployable~~ moveable headrest, said moveable headrest comprising a headrest panel, mounted to the seat frame and initially adopting a stowed position;

in response to the eject signal, initiating the propulsion subsystem to propel the ejection seat free of the aircraft, thereby subjecting the occupant to an acceleration causing the occupant's head to assume an acceleration-induced tilted-forward position relative to the occupant's torso; and

deploying the headrest forwardly relative to said seat frame from said stowed position to a deployed position in which the headrest supports the aircraft occupant's head in said acceleration-induced tilted-forward position and thereby retaining the occupant's head in said tilted-forward position against aerodynamic forces from exposure to windblast upon exiting the aircraft.

Annex 3 to the Statement of Grounds for Amendment of GB 2447340 B

The Claimant will rely upon at least the following as support for the Proposed Conditional Amendments.

Proposed Conditional Amendment	The Application
Annex 1 Proposed Conditional Amendment	Claim 1; and FIG. 2 and paragraph [007].
Annex 2 Proposed Conditional Amendment	The title; Claim 1; FIG. 2 and paragraph [007]; and paragraph [0015] (page 5, lines 3 – 5).