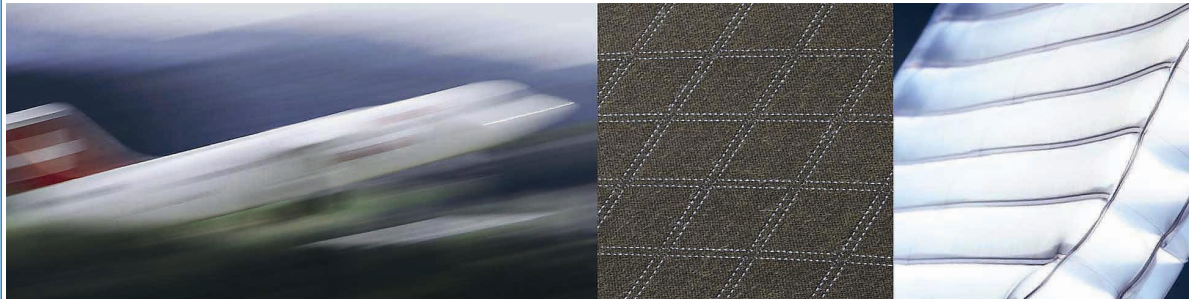


## Lantal's Pneumatic Comfort System

**Status 2010: Comfort, weight reduction and proven reliability:  
Over 1 million PAX flight hours, availability at 99.997%**



In April 2009, the first twin-aisle aircraft with Lantal's fully Pneumatic Comfort System entered service: Starting with the new A330-300 generation and followed by an A340 retrofit, the European premium carrier Swiss International Air Lines introduced this revolutionary technology in all business and first class seats of its long-haul fleet. The pneumatic seat cushions offer unprecedented seating and sleeping comfort. With unique advantages for airlines and passengers alike, they redefine the notion of comfort in air travel. Having accumulated over one million PAX flight hours on 6 aircraft, the Pneumatic Comfort System has proved to be highly reliable in operation.

### Key benefits and features for passengers and airlines:

- **Comfort for passengers** – The firmness of the novel cushions is adaptable in flight to personal preferences with convenient controls
- **Increased benefit for airlines** – Business and first class passengers seek comfortable sleep and relaxation features like massage and lumbar support. Offering these key features at an unprecedented level, the Pneumatic Comfort System boosts customer loyalty and is a key marketing asset for increasing the airline's passenger load factor in a highly competitive environment
- **Reliability:** With more than one million PAX flight hours accumulated on 6 aircraft in one year of operations, the Pneumatic Comfort System has exhibited flawless reliability with system availability at 99.997%
- **Weight and overall cost reduction** – Replacing standard foams with Lantal's air cushions saves up to 2-3 kg in B/C and 4-5 kg in F/C per passenger seat, reducing operating costs through lower weight and a maintenance-free design
- **Stability in performance** – The pneumatic system requires only little maintenance, comparable to that of conventional seats with electric or pneumatic lumbar support systems
- **Safety** – Less flammable material, reduced heat release and very low emissions in case of fire
- **Hygiene** – Due to the closed surface, there is no uptake of fluids, resulting in improved hygiene

The Pneumatic Comfort System sets new standards in passenger comfort and has a direct impact on the profitability of airlines. It is available for the following products:

<b>Pneumatic Comfort System for</b>	<b>Status</b>
First class passenger seats	In service since April 2009
Business class passenger seats	In service since April 2009 (pneumatic backrest since 2005)
Economy class passenger seats	Available now (May 2010)
King size mattresses VIP jets	In service since 4Q 2008
Crew rest mattresses	Available since 4Q 2009
Overlay mattresses for seats in private jets	Available by 2010

### Significantly enhanced and constant passenger comfort

The pneumatic cushions read the passenger's shape automatically and adapt themselves to any individual posture with air-filled chambers. At the same time, firmness can be adjusted to the user's preferences while dining or reading (firmer), while relaxing (medium), and while sleeping (softer, with full-body support). No other available seating technology offers this broad spectrum of flexibility in addressing passenger needs and comfort.

Thanks to the adaptability of the air-filled chambers, the seat cushions eliminate pressure points, which is especially pleasant while sleeping or sitting on long-haul flights. Unlike foams, pneumatic cushions retain 100% of their firmness and flexibility throughout their service life, including comfort and safety aspects.

### Benefits of the Pneumatic Comfort System, ROI

Lower weight results in operation cost savings: The typical weight savings per passenger seat for pneumatic versus conventional cushions range from 2-3 kg in B/C to 4-5 kg in F/C. Increased customer loyalty thanks to an unprecedented level of comfort contributes positively to the airline's revenue situation.

For example: The investment in the Pneumatic Comfort System on B/C and F/C seats for a fleet of forty A330, B787, A380, B777 (or similar aircraft) will pay off within one year through kerosene savings and additional revenue generated by a passenger load factor increase of only 0.76% on B/C and F/C seats. After this period, the airline can realize additional benefits of several million USD per year.

### Contact

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