The roar of jet engines. Constant vibration. Cold spots underfoot. Now, it’s easier than ever to help keep your passengers comfortably insulated from the “shake, rattle and roll” of air travel.

Engineered for comfort and durability, the E-A-R™ Aircraft Carpet Pad minimizes unwanted noise and vibration. It resists the wear and tear of spills and foot traffic, providing a long-lasting cushion – and a quieter, more enjoyable experience for passengers. Plus, it’s designed for quick and easy installation in any aircraft configuration. Because building-in comfort shouldn’t be a tight squeeze.

- Reduces system noise
- Controls thermal loss
- Reduces vibration
- Easy to install and replace
- Creates a comfortable feel under foot
- Minimizes the adverse effects of liquid spills

Easy-to-install carpet pad reduces interior noise, heat loss
The E-A-R™ Aircraft Carpet Pad is fabricated to not only reduce noise and maintain cabin comfort, but also to allow for a quick installation and easy handling.

• **Interlocking Panels:** Sections of padding can be installed one at a time, and are easier to work with in confined spaces compared to a large, heavy roll.

• **Durability:** The panels interlock and overlap to create a seamless pad when installed. This unique design reduces the chance of puncture, since seams do not run the entire depth of the product.

• **Proprietary Composite Construction:** All pad layers work in combination to increase passenger comfort by minimizing noise intrusion, reducing vibration and preventing “cold spots” on the floor. In addition, the multi-layer composite is designed to help prevent corrosion issues by minimizing fluids and moisture absorption.

• **Customizable:** Available in a range of thicknesses and constructions, the E-A-R Aircraft Carpet Pad can be tailored to meet your aircraft’s acoustic, weight and size requirements.

• **Meets FAA/FAR 25.853**

The data listed in this data sheet are typical or average values based on tests conducted by independent laboratories or by the manufacturer. They are indicative only of the results obtained in such tests and should not be considered as guaranteed maximums or minimums.

Materials must be tested under actual service to determine their suitability for a particular purpose.

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