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ACRONYMS

AC	Alternative Current electricity
CB	Circuit Breaker
CCD	Cursor Control Device
CVR	Cockpit Voice Recorder
DC	Direct Current electricity
DFDR	Digital Flight Data Recorder
ELT	Emergency Locator Transmitter
SSPC	Solid State Power Controllers

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INTRODUCTION

ATA 25 is split into:

- ATA 25_1: Safety equipment,
- ATA 25_2: Interior accommodation.

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INTRODUCTION

The Falcon 7X includes the following standard safety equipment on board the airplane:

PORTABLE EQUIPMENT
<ul style="list-style-type: none"> - Three Halon fire extinguishers - One crash axe (except for FAA certified airplane) - One portable oxygen bottle (with two masks) - One first aid kit - Three life rafts including survival kit and portable ELT - Three life vests for crew members (LH pilot, RH pilot and third crew member) - Passengers life jackets - Two flash lights - One portable breathing equipment (smoke hood) - Two smoke goggles (compatible with crew oxygen masks)
FIXED EQUIPMENT
<ul style="list-style-type: none"> - Ditching life line - Emergency Locator Transmitter (ELT) - Combine recorder CVR-DFDR - Over-wing exit ditching life line - NO SMOKING and FASTEN SEAT BELTS signs - Emergency lights

Depending on customer requirements and on airplane configuration, the amount, type and locations of the above safety equipment may be changed to suit the customer operational environment.

Optional equipments include:

- Therapeutic oxygen - first aid,
- Safety briefing cards.
- Refer to ATA 31_5 for a description of ELT and CVR-DFDR Combine-recorder.
- Refer to ATA 33 for a description of interior lights including Emergency Lights, No Smoking and Fasten Seat Belts signs.
- Refer to ATA 35 for a description of portable breathing equipments.

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FIRE EXTINGUISHER

The airplane is usually equipped with:

- Two fire extinguishers with 2.5 lbs of halon 1211 mounted:
 - o In the cockpit on the forward side of the LH crew closet,
 - o in the front part of the cabin.
- One extinguishers with 9 lbs of halon 1211 installed in the aft toilet.

This model of extinguisher is to be used on flames of electrical origin and dry fires. It is composed of:

- A cylinder,
- A trigger handle,
- A pressure gauge, provided with a green sector which is used to check the charging level,
- A safety pin,
- A lever.

Instructions of use:

- Remove extinguisher from its support,
- Remove the safety pin,
- Press the lever while lifting the trigger handle,
- Direct spray toward the flame base,
- Release the lever to stop spraying,
- Make sure the fire is totally extinguished.

NOTE

A full discharge of the extinguisher lasts approximately 10 seconds.

CAUTION

Extinguisher should not be discharged in an unventilated enclosed area without breathing equipment.

When fighting fires, keep away from the fire's fuel source and avoid breathing vapors, fumes and heated smoke as much as possible.

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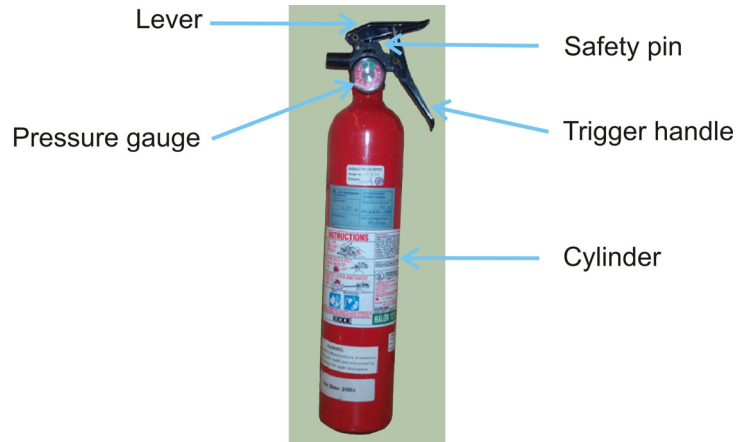


FIGURE 02-25_1-10-00 - FIRE EXTINGUISHER



FIGURE 02-25_1-10-01 – EXTINGUISHER SAFETY PIN

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CRASH AXE

The crash axe is made of steel.

It is usually located in the LH crew closet and used to:

- Open up an exit,
- Break through a wall,
- Strip carpet or interior panels in the cabin to stop fire spreading,
- Achieve complete fire extinction by eliminating the smallest flames.



FIGURE 02-25_1-10-02 - CRASH AXE

PORTABLE OXYGEN BOTTLE

A portable oxygen bottle equipped with 2 masks is stored on LH partition frame 8. It may be used for life saving of passengers situated out of PAX cabin (forward and lavatories). PAX cabin being equipped with 2 first aid oxygen outlets installed in passengers service units for masks connection (quantity 2).

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FIRST AID KIT

There is one first aid kit usually located in the LH crew closet.

It is composed of medications, bandages, and check-up equipment. A first aid handbook contains instructions for use and describes other miscellaneous equipment.

This kit must be checked periodically to ensure that its content is still valid for use. It must also be re-newed at regular intervals in compliance with the expiry date labels, and whenever required by circumstances.



FIGURE 02-25_1-10-03 - FIRST AID KIT

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LIFE RAFTS

There are usually three life rafts located, in the cabin, under the rear sofa.

Life rafts are contained in a package with a coiled rope. The coiled rope is used for fastening the raft to the airplane and for striking the compressed inert gas cylinder. Raft inflation is automatic.

Each life raft includes an emergency locator transponder (121.5 and 243 MHz, plus 406.025 MHz for public transport operation), basic survival equipment, one first aid kit, and food.

The capacity of the rafts is in accordance with the number of people on board. In case of loss of one raft, the other(s) raft(s) is (are) rated to accommodate all the people on board using its (their) overloading capacity (usually 50% more).

NOTE

All 406 Mhz ELT installed in an airplane (including those outfitted on the life raft) must be coded in accordance with the rules of airplane registration country and registered to the COSPAS-SARSAT agency. An erroneous registration of the 406 Mhz ELT(s) could adversely affect a possible search and rescue mission.



FIGURE 02-25_1-10-04 - LIFE RAFT (STOWED AND INFLATED)

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Life raft instructions for use:

- Attach the tether line to the seat belt (1),
- Throw the raft through the emergency exit (2),
- Lift the flap and pull the handle to inflate the raft (3+4),
- Cut the tether line (5).

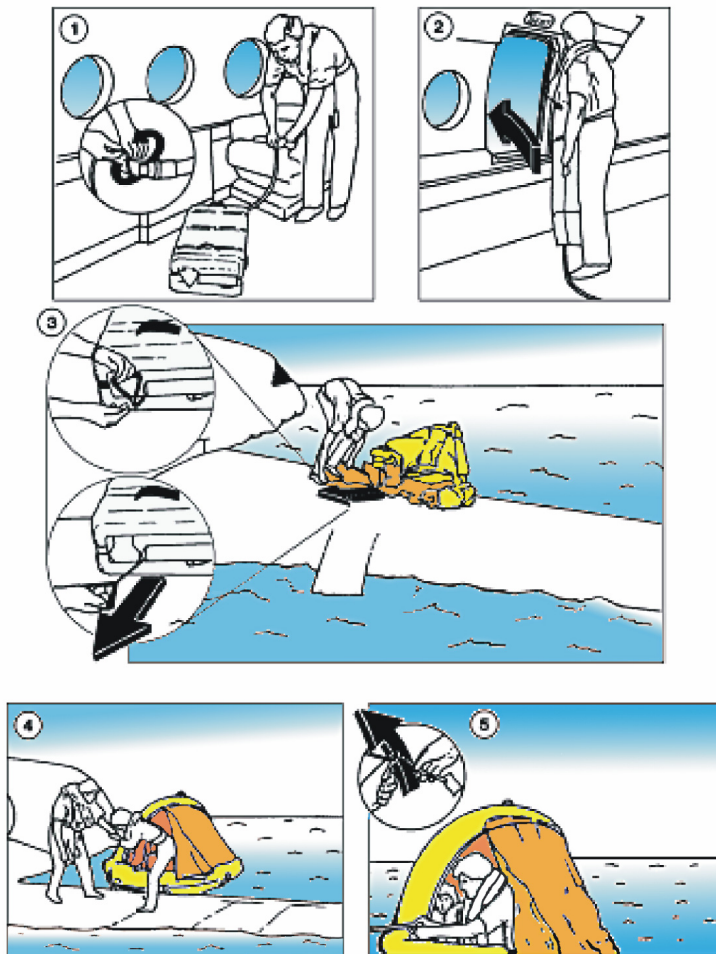


FIGURE 02-25_1-10-05 - INSTRUCTIONS FOR LIFE RAFT USE

WARNING
DO NOT INFLATE RAFT INSIDE THE AIRPLANE

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LIFE JACKETS

A life jacket is stored under each crew seat and in a compartment located within each cabin seat and sofa.

Life jackets feature the following accessories:

- An automatic inflation system using a gas cartridge (CO2),
- A mouthpiece to inflate the jacket by blowing into the hose,
- A flashlight operating when in contact with water (24 hour duration)
- A whistle (not present in infant jackets).

In addition, crew life jackets feature signaling equipment.

Life jackets are designed to allow users to float on the water surface with the back of their head above water level.

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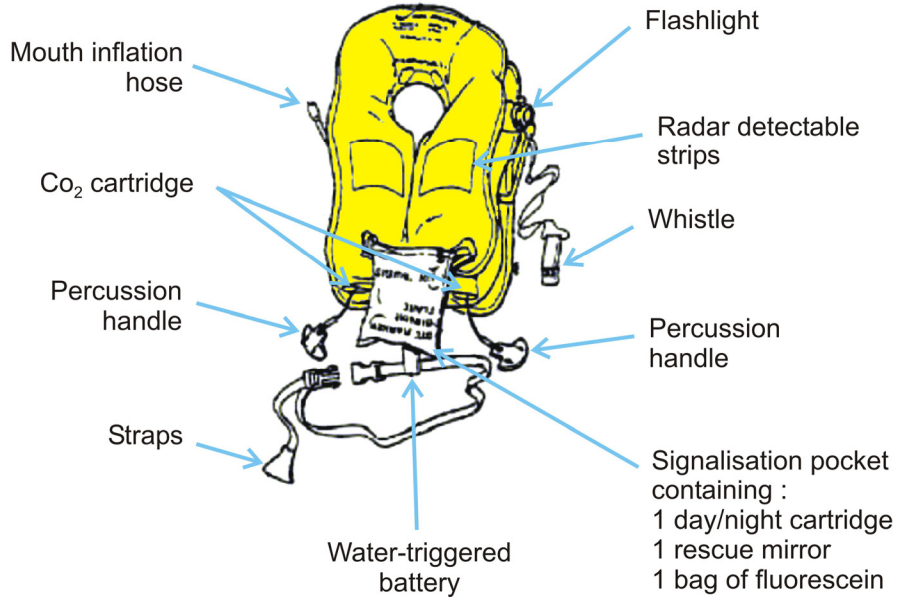


FIGURE 02-25_1-10-06 - CREW LIFE JACKET

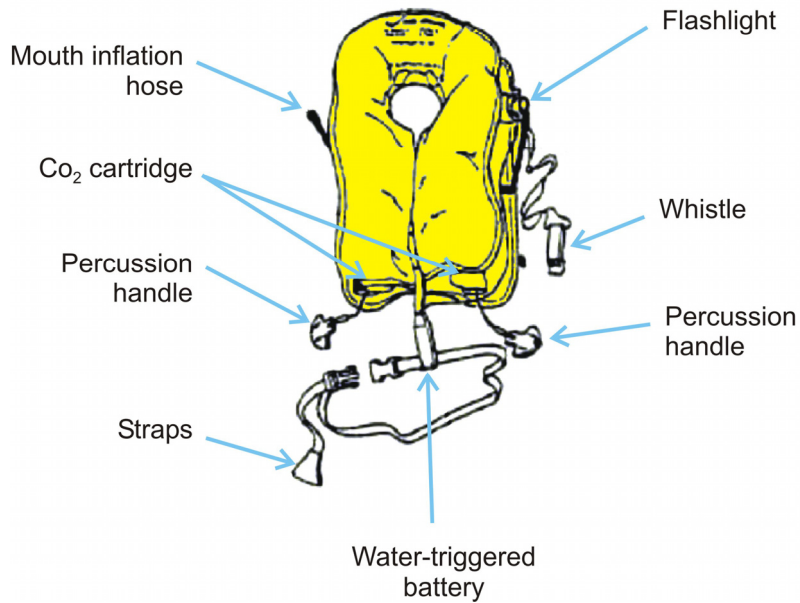


FIGURE 02-25_1-10-07 - PASSENGER LIFE JACKET

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Life jacket instructions for use:

- Put on the life jacket overhead around the neck,
- Bring the straps around the waist and fasten the clips,
- After exiting the airplane, pull the percussion handles or blow into the mouthpiece to inflate the life jacket.



FIGURE 02-25_1-10-08 – LIFE JACKET OPERATION (ADULT)

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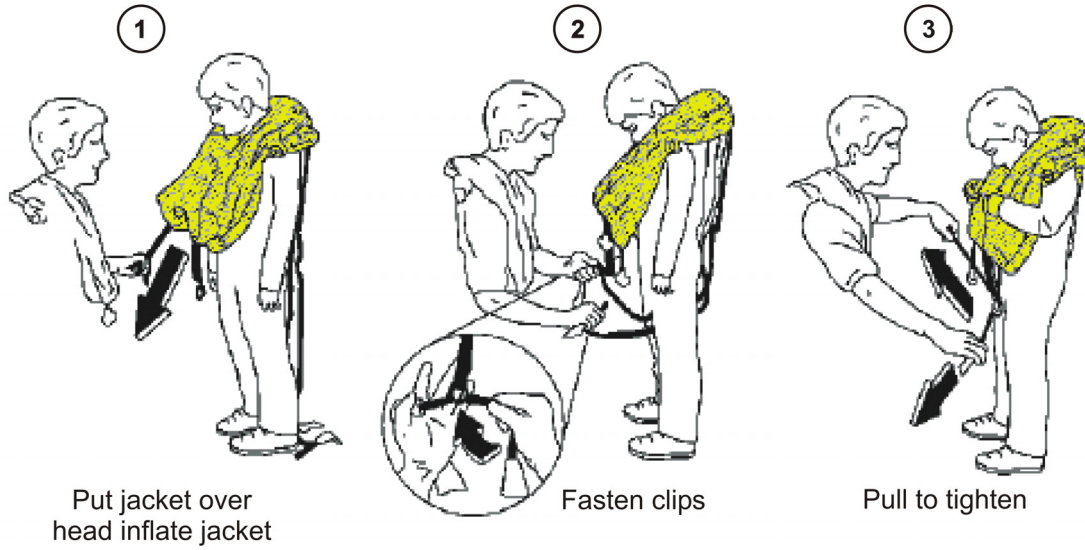


FIGURE 02-25_1-10-09 – LIFE JACKET OPERATION (CHILDREN)

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FLASH LIGHTS

Two flashlights are provided and mounted within the flight deck area. The rechargeable type flashlight is an option.

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DITCHING LIFELINE

The lifeline is used to secure passengers and facilitate their exit off the airplane when after ditching evacuation is performed over the wing.

A ditching lifeline is installed at the emergency exit window and is attached to the airplane structure.

The lifeline is unwound up to the RH wing leading edge and attached to its anchor point indicated by the marking LIFE LINE surrounded by a red circle.



FIGURE 02-25_1-10-10 - DITCHING LIFELINE

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LOCATION OF EQUIPMENT

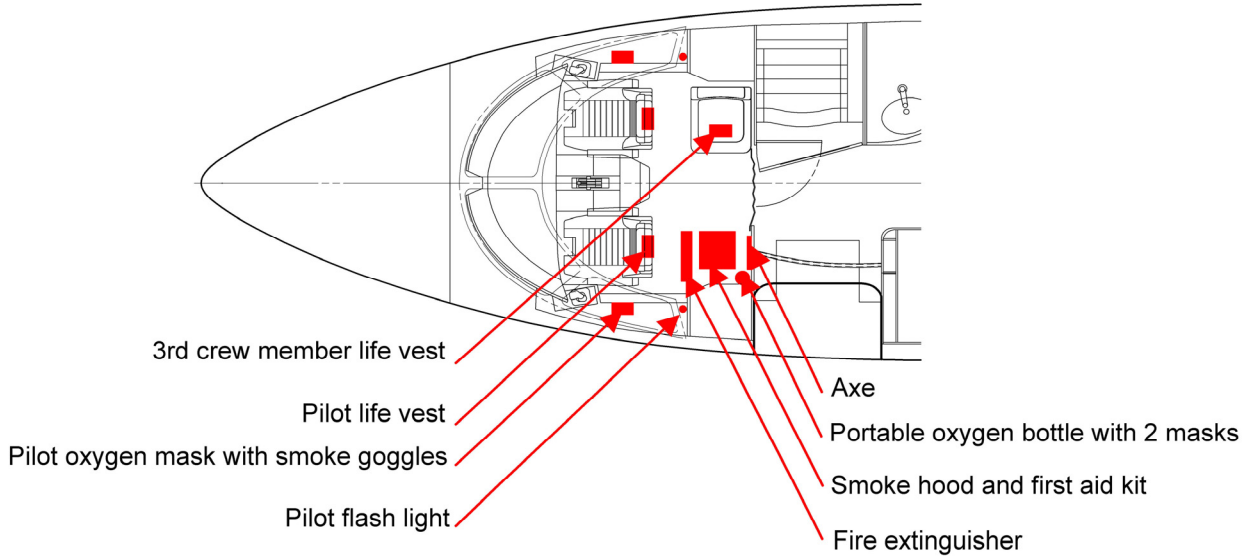


FIGURE 02-25_1-15-00 - EQUIPMENT LOCATION - TYPICAL INSTALLATION

EQUIPMENT PLACARDS

All emergency equipment locations are indicated with placards.











SYMBOL	EQUIPMENT	SYMBOL	EQUIPMENT
	SMOKE GOGGLES		SMOKE HOOD
	CRASH AXE		EXTINGUISHER (HALON)
	PORTABLE FLASHLIGHT		FIRST AID KIT
	LIFE LINE		PORTABLE OXYGEN BOTTLE WITH TWO THERAPEUTIC MASKS
	LIFE RAFT		LIFE JACKET

FIGURE 02-25_1-20-00 - SYMBOLS

- Refer to ATA 31_5 for Controls and Indications related to combine recorder and Emergency Locator Transmitter.
- Refer to ATA 33 for Controls and Indications related to interior lights including Emergency Lights, No Smoking and Fasten Seat Belts signs.

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No supplementary information to be provided on controls and Indications at present time.

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SYSTEM MONITORING

Safety equipments do not feature any system monitoring.

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ACTIVE PROTECTIONS

Safety equipments do not feature any active protection.

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No supplementary information to be provided on safety equipments at present time.

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Safety equipment does not require any ground operation.

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INTRODUCTION

Interior accommodations described in this section include:

- Cockpit seats,
- Pedals adjustment,
- Entertainment electrical power supply.

Options include:

- A foot rest for the third crew member seat.

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FLIGHT DECK OVERVIEW

CONTROLS

Controls related to describe interior accommodation include:

- Switch under seat pan for height adjustment,
- Handle on the seat for longitudinal adjustment,
- Pushbutton located on each console side for pedals adjustment,
- A manual handle stowed along the outboard spreader of the LH pilot seat pan for seats and pedals adjustment in case of failure of the electrical adjustment,
- Pushbutton located on front panel to control entertainment electrical distribution.

➤ Refer to section 02-24-20 for GALLEY MASTER pushbutton description

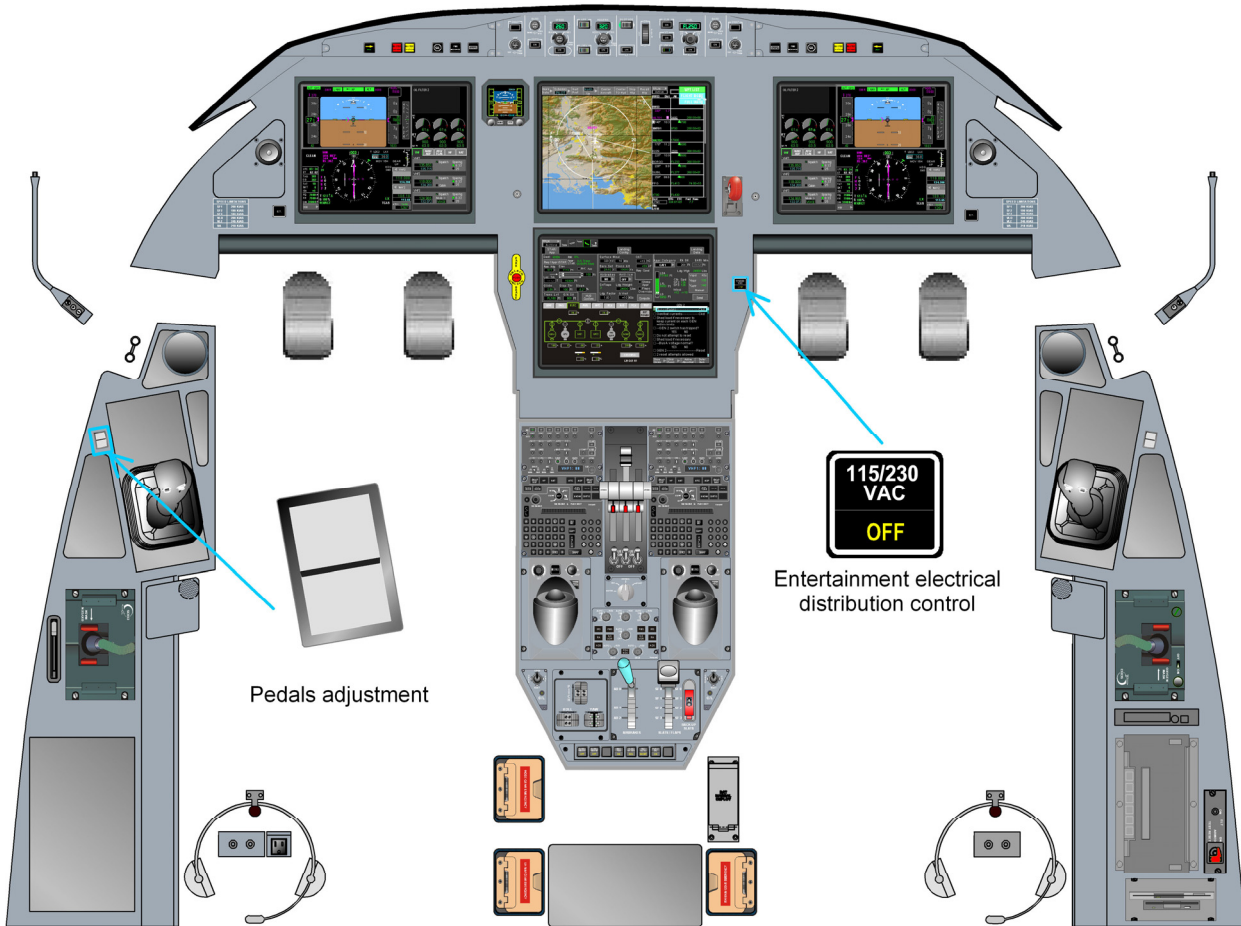


FIGURE 02-25_2-05-00 FLIGHT DECK OVERVIEW

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SEATS

LEFT AND RIGHT PILOT SEAT

Left and right pilot seats include:

- An adjustable backrest, headrest, armrest,
- An adjustable lumbar support and thigh rest,
- A five points harness.

Seat position can be mechanically adjusted in longitudinal and lateral position, and electrically and mechanically adjusted vertically.

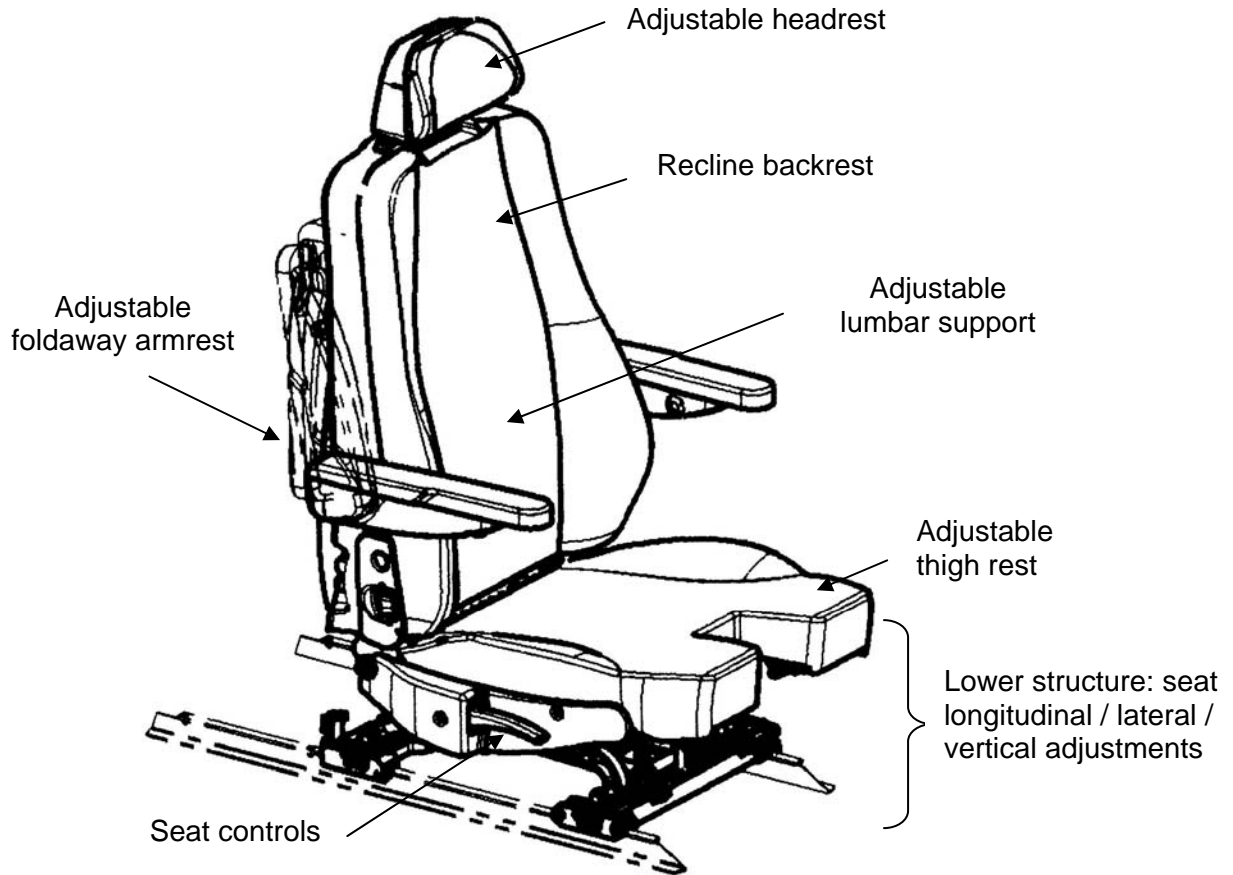


FIGURE 02-25_2-10-00 - LH AND RH PILOT SEATS

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The armrests can be adjusted vertically and longitudinally. These armrests allow comfortable work position on CCD by supporting the elbow in an ergonomic position. Backward stowage of the armrests improves access to the seat.

The five points harness including an abdominal strap, a crotch strap and two shoulder straps which are fastened to the abdominal buckle.

The abdominal strap is fitted with a built-in adjustment buckle.

The different elements are linked by metal attachment devices.

When the straps are not used, they are stowed between the seat and the pedestal, and between the seat and the console, and in front of the seat.

The optimum visibility position is obtained by adjusting the seats according to the three reference marks engrave in the instrument panel. The proper seat position is obtained when the LH / RH pilot sees the LH / RH reference mark (1) aligned with the center reference mark (2)

The marks are not illuminated.

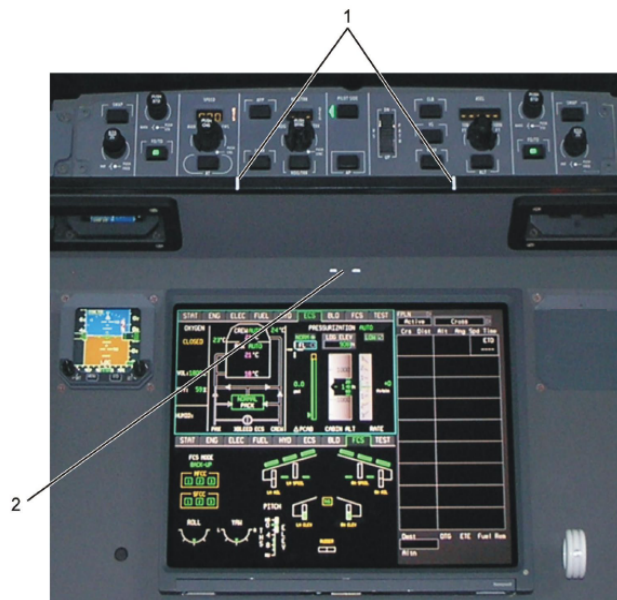


FIGURE 02-25_2-10-01 - REFERENCE MARKS FOR SEAT POSITION ADJUSTMENT

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THIRD CREW MEMBER SEAT

The cockpit is equipped with a right stow jump seat between frames 4 and 5. This seat is stowed behind the right pilot seat.

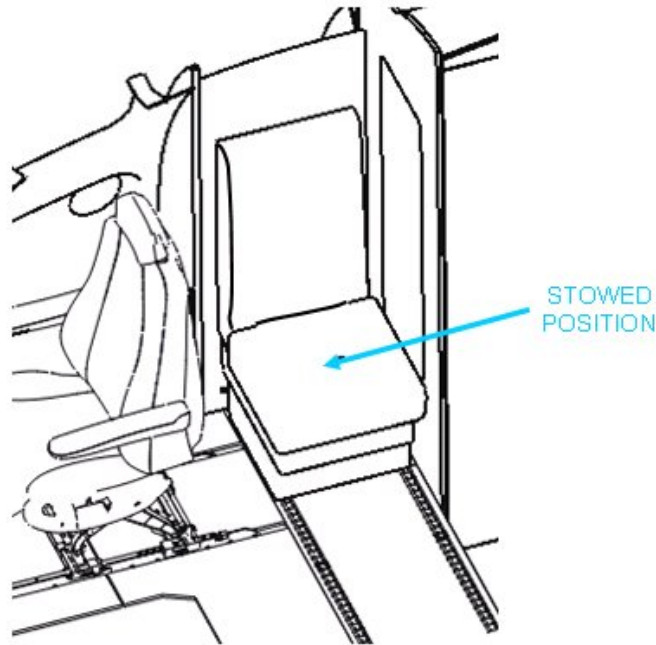


FIGURE 02-25_2-10-02 - RIGHT STOW JUMP SEAT

The seat can be moved on the slide rail seat and can rotate of 180°.

It can be manually adjusted longitudinally and laterally on its base. The backrest tilt angle can be adjusted.

The seat is equipped with a 5 points adjustable harness similar the pilot seat one.

NOTE

A recess in the seat base is dedicated to life vest storage.

A foot rest is proposed as an option but it is usable only when the seat looking aft / no room seat looking forward due to the pedestal proximity.

CAUTION

For take-off and landing the seat must be moved in the aisle centerline and facing forward, just behind the pedestal.

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PEDALS

- *Refer to Controls and Indications section for a description of pedals adjustment.*
- *Refer to ATA 27_1 and 32_2 for a description of pedals utilization.*

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ENTERTAINMENT ELECTRICAL POWER SUPPLY
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The AC electrical system is supplied by electrical from the static inverter.

The airplane's 28V DC power bus supplies power to the static inverter, which converts the DC power into AC power. AC electrical power is distributed by the AC control relay, once an appliance is connected to the AC outlets.

The static inverters provide 230 VAC 50Hz or 115 VAC 60 Hz power to the components that follow, for example:

- Audio/Video entertainment systems,
- Portable computers,
- Telecommunication equipment,
- Microwaves,
- Coffee makers.

A “115/220 VAC OFF” pushbutton allows to de-energize the static inverter.

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LOCATION OF EQUIPMENT

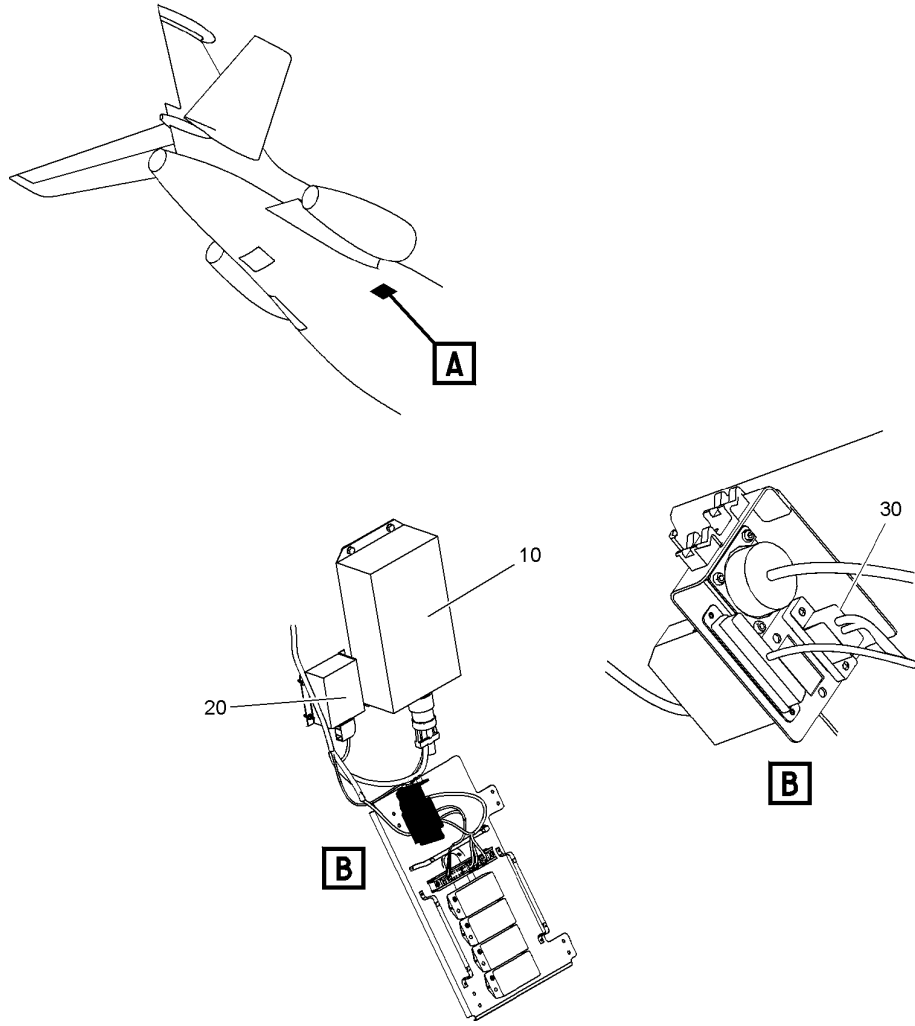


FIGURE 02-25_2-15-00 -INVERTER LOCATION

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ELECTRICAL POWER SUPPLY

Following paragraph describes the power supply for the pilot seat system.

Electrical protection is provided either:

- By Solid State Power Controllers (SSPC) ,
- By Circuit Breakers (CB).

➤ *Refer to ATA 24 – ELECTRICAL POWER for additional information.*

EQUIPMENT	POWER SUPPLY	TYPE OF PROTECTION
LH pilot seat	LH ESS	CB
RH pilot seat	RH ESS	CB

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CONTROLS

LEFT AND RIGHT PILOT SEATS

The left and right seats can be adjusted longitudinally, laterally, vertically, and their backrest tilted, using the following controls:

- The handle located at the seat pan on the seat inboard side, is used to:
 - o Longitudinal adjustment over a travel of 253 mm (10 in), in steps of 19 mm (0.7 in). The handle must be in the upward position to move the seat forward or backwards (mechanical adjustment).
 - o Lateral adjustment by increasing the space between the center pedestal and the seat. The handle must be in the down position to move the seat laterally (mechanical adjustment).
- The switch located at the front of the seat below the seat pan, is used to adjust the seat height up to a maximum height of 158 mm (6.2 in). This switch controls an electrical actuator and has three positions:
 - o A neutral position, which locks the seat in position,
 - o An upward position, which lifts up the seat,
 - o A downward position, which lowers the seat.
- The handle, in the downward position, is used to adjust the seat backrest tilt angle from 8° to 47° (mechanical adjustment).

An override manual control, stowed along the outboard spreader of the LH pilot seat pan, can be used to adjust the LH pilot seat and the RH pilot seat in the event of a failure of the electrical actuator or of the power supply.

The control lever, located at the rear of the seat backrest, is used to adjust the harness tension.

The armrests can be adjusted vertically and longitudinally. The inboard armrests can be stowed vertically behind the backrest for easier access to the seat.

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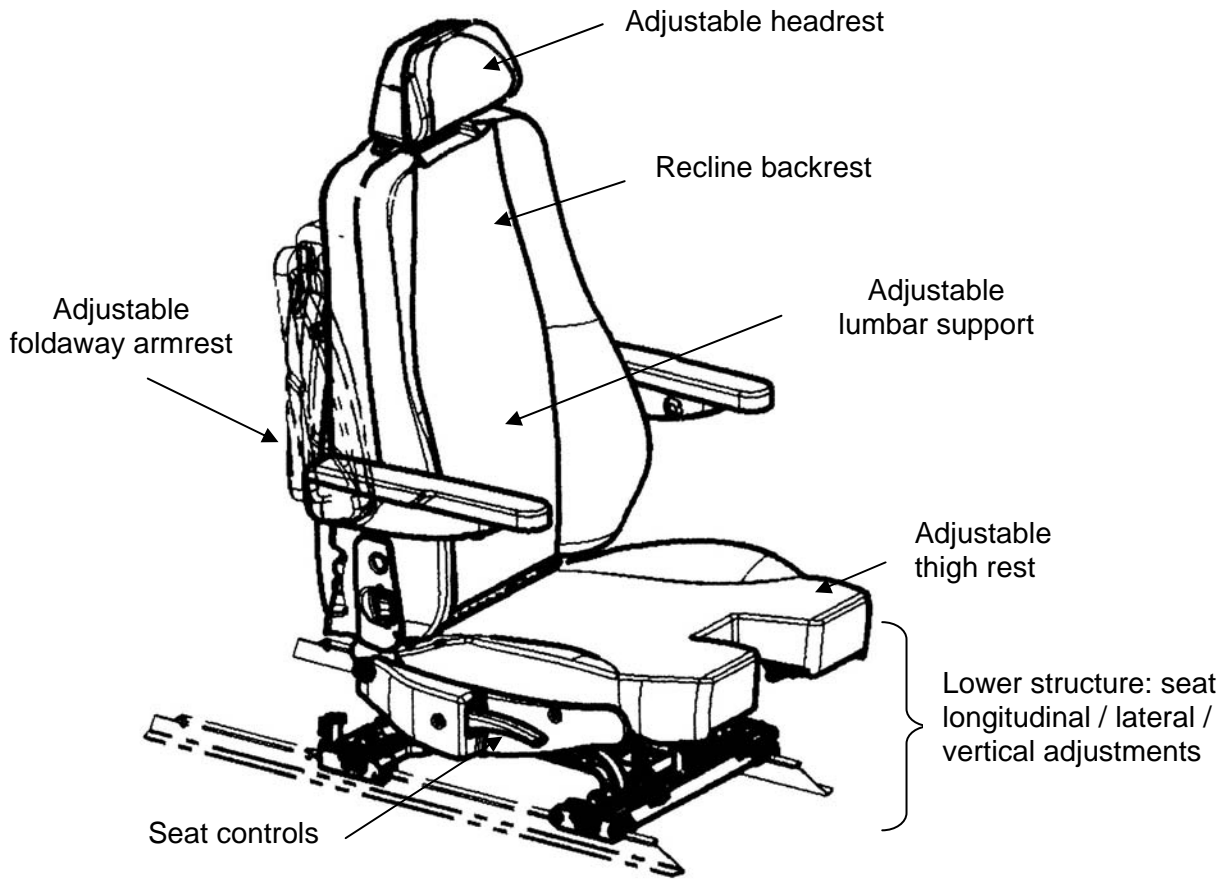


FIGURE 02-25_2-20-00 - PILOT AND COPILOT SEATS

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THIRD CREW MEMBER SEAT

The position of the third crew member seat can be adjusted by the third crew member:

- The handle (5), located at the lower part of the seat on the left-hand side, is used to move the seat base between the stowed position and the centerline position. This handle must be in the upward position to move the seat laterally.
- The slip clutch system is actuated by a rotation control handle and allows the seat pan to turn 360° and shift on the seat lower structure. The rotation control handle is located at the front of the seat below the seat pan on the left-hand side. The rotation control handle must be in the upward position to rotate the seat.
- The recline pushbutton (7), located on the seat pan right-hand side, is used to tilt the seat backrest down to a 45° maximum recline position.

The break-over system allows easy emergency ingress and egress to and from the flight deck area when the seat is in the centerline position facing forward. A break-over handle (1), located at the top of the seat backrest, can be used to set the seat backwards to the flat position. This handle must be in the upward position to put the seat in the flat position.

The shoulder harness (2), the RH and front straps (6) are connected to the rotary buckle (4) attached with the LH strap (3). They can be unfastened by rotating the rotary buckle cover counterclockwise or clockwise with one hand. Each strap is adjustable.

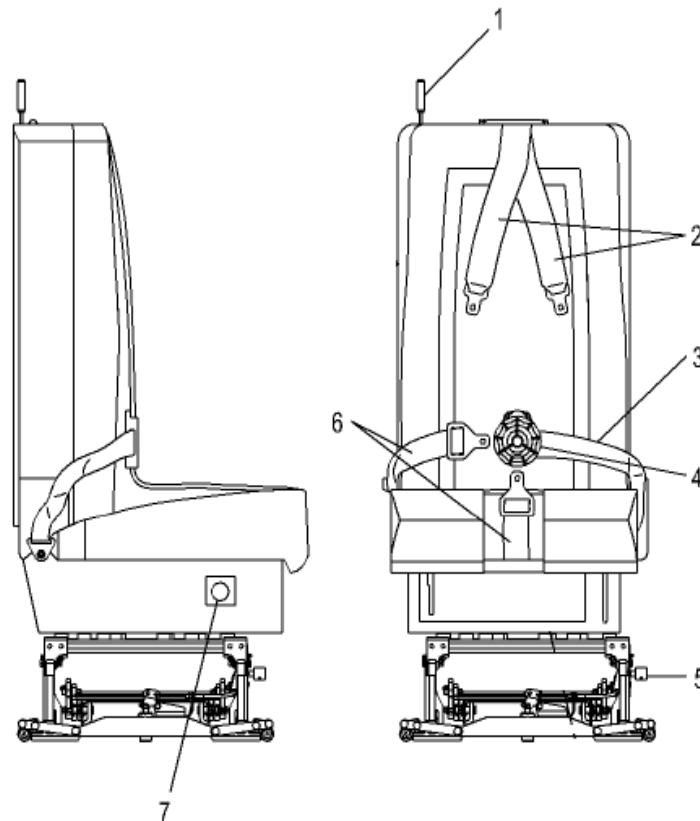


FIGURE 02-25_2-20-01 - THIRD PILOT SEAT

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PEDALS

A switch located on the sideedge next to each pilot sidestick allows position control of the pedals.

Adjustment of the pedals is achieved by means of a brush DC motor, which varies the length of the links that attach the pedal support beams to the transfer yoke.

In addition, a mechanical backup with a crank is provided. The control lever to use the mechanical adjustment is stowed along the outboard spreader of the LH pilot (RH pilot) seat pan.

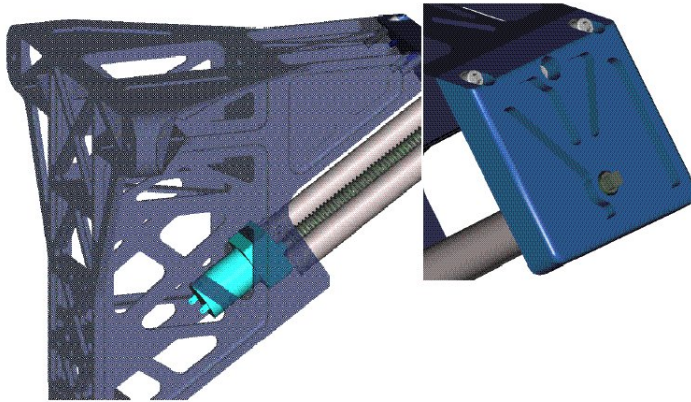


FIGURE 02-25_2-20-02 - PILOT ADJUSTMENT MOTOR AND MECHANICAL BACKUP

ENTERTAINMENT ELECTRICAL POWER SUPPLY

A pushbutton located on the right hand of the lower display unit allows switching on / off electrical distribution (115 or 230 VAC) to the cabin by energize / de-energize the static inverter.

NOTE

The pushbutton must be switched OFF during TAKE-OFF and LANDING flights phases.

One AC outlet is available in the cockpit.

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SYSTEM MONITORING

Output control signal from AC control relay is monitored for fault condition and will automatically de-energize the AC control relay in the event of failure:

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ACTIVE PROTECTIONS

Interior accommodations do not feature any active protection.

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Interior accommodation does not require any ground operation.