02-25 ATA 25 – EQUIPMENT

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INTRODUCTION

The Falcon 2000EX EASy includes the following standard safety equipment on board the airplane:

FIXED EQUIPMENT	PORTABLE EQUIPMENT
- Therapeutic oxygen (first aid) (optional) - Overwing exit ditching life line - Emergency Locator Transmitter (ELT)	- One crash axe - Two flashlights - Two smoke goggles - One smoke hood (Protective Breathing Equipment) - One safety demonstrative kit - One oxygen bottle + two individual masks - One first aid kit - Two halon fire extinguishers (one more optional for public transport operation) - Safety briefing cards (optional) - Crew and passengers life jackets - Two life rafts

Depending on customer requirements and airplane configuration the amount, type and locations of the above safety equipment may be changed to suit the customer operational environment. Any changes to the standard equipment in amount, type and locations, requested by the customer(s), may result in weight and balance change.

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 02-25-05-00 SYMBOLS

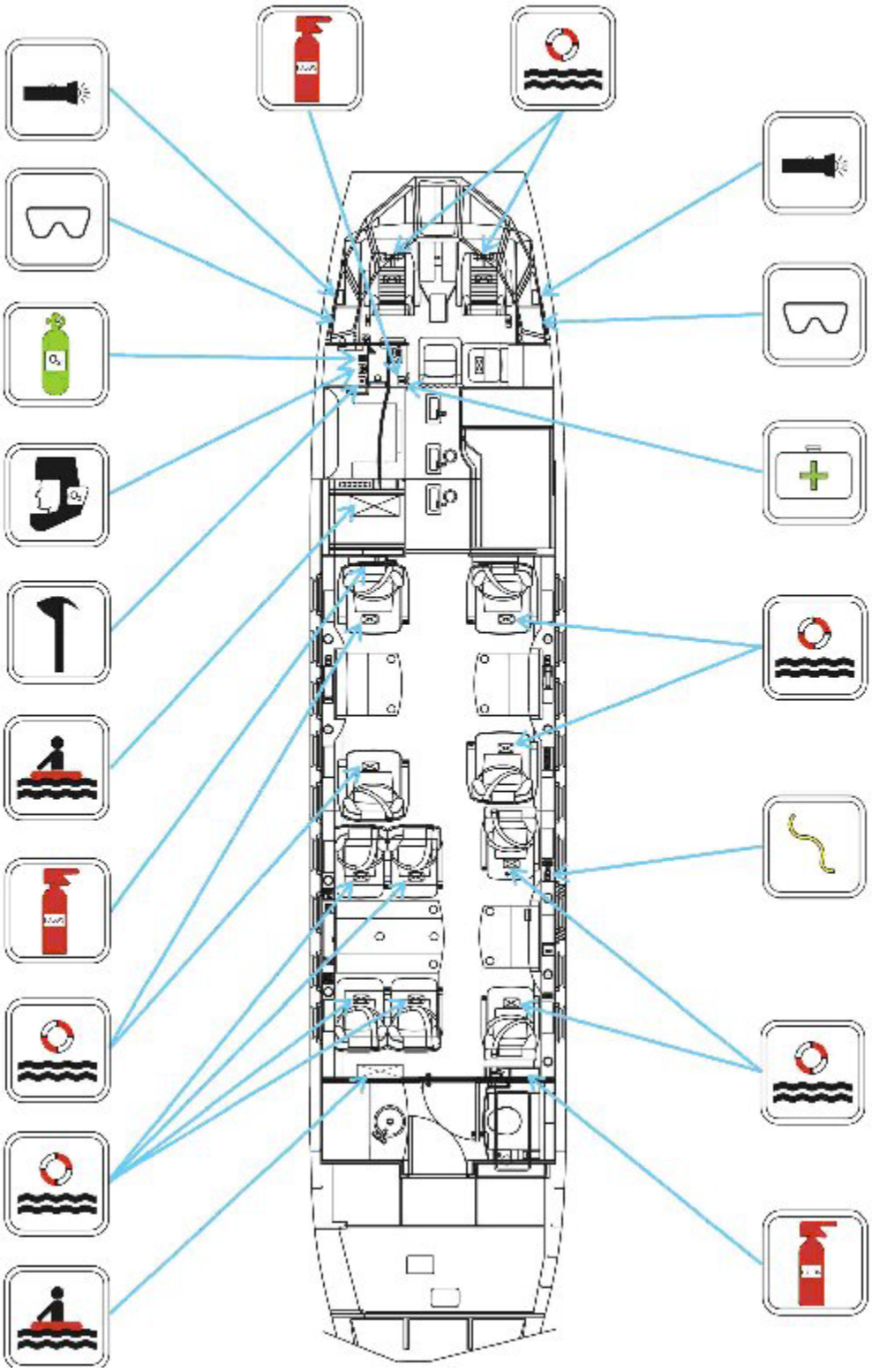

FIGURE 02-25-05-01 EQUIPMENT LOCATION – TYPICAL INSTALLATION

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FIRE EXTINGUISHER

The airplane is equipped with 2 HALON fire extinguishers (one more optional for public transport operation) mounted on:

- the aft side of the LH crew closet,
- the RH forward side of the aft cabin partition,
- the optional one is located on the aft face of LH forward galley bulkhead.

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 around 25 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.

FIGURE 02-25-10-00 FIRE EXTINGUISHER

FIGURE 02-25-10-01 SAFETY PIN

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 02-25-10-02 CRASH AXE

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 renewed at regular intervals in compliance with the expiry date labels, and whenever required by circumstances.

FIGURE 02-25-10-03 FIRST AID KIT

LIFE RAFTS

There are basically two life rafts located in the cabin.

Life rafts are contained in a package with a coiled rope. It 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 transmitter (121.5 MHz and 243 MHz, plus 406.025 MHz for transport public operation), basic survival equipment, one first aid kit, and food.

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

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

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).

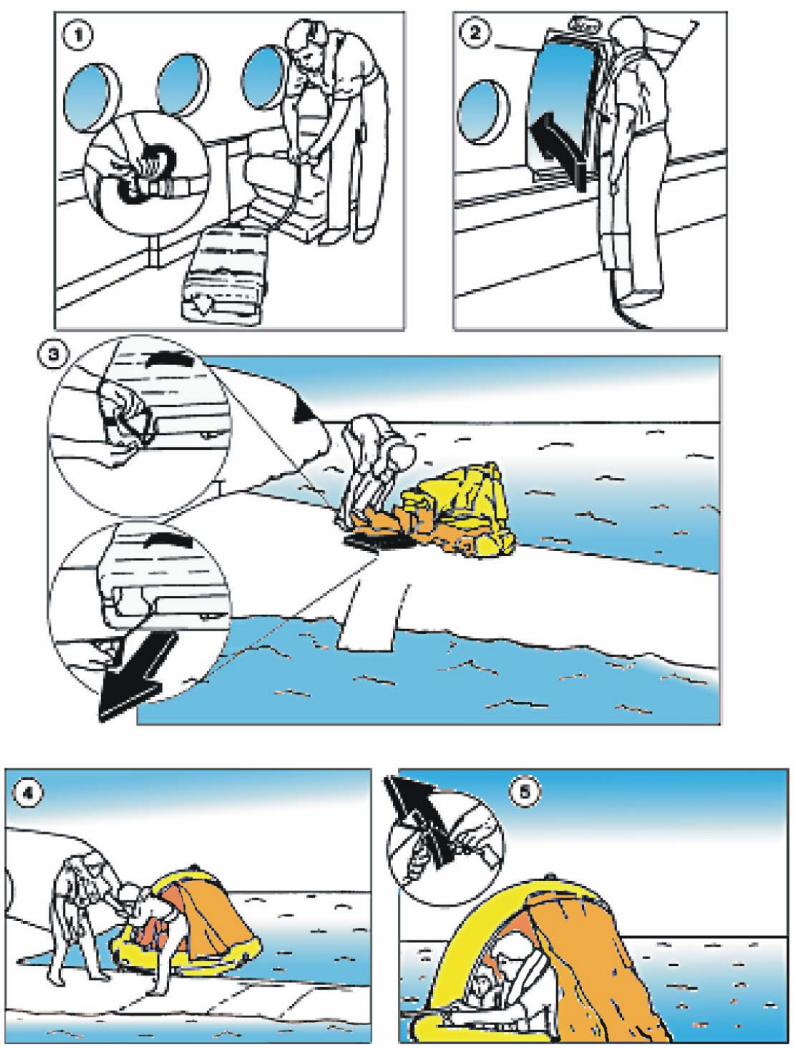

FIGURE 02-25-10-05 INSTRUCTIONS FOR RAFT USE

WARNING

DO NOT INFLATE RAFT INSIDE THE AIRPLANE.

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.

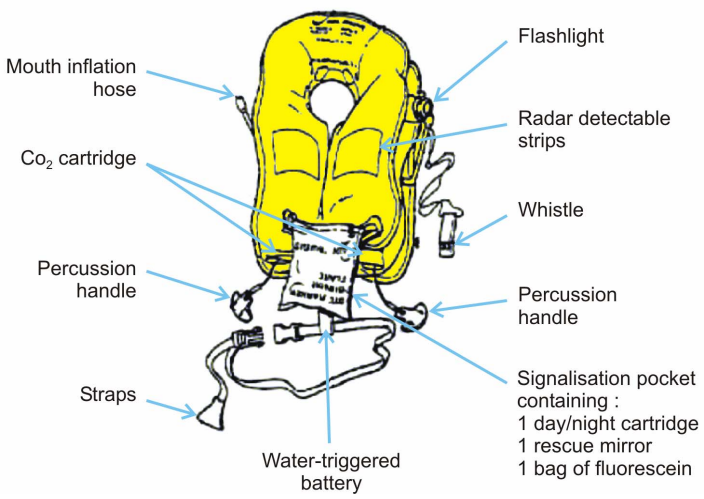

FIGURE 02-25-10-06 CREW LIFE JACKET

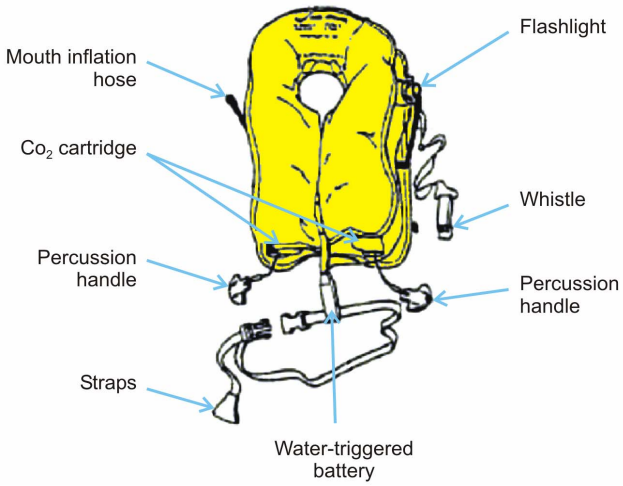

FIGURE 02-25-10-07 PASSENGER LIFE JACKET

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 02-25-10-08 MODE OF OPERATION (ADULT)

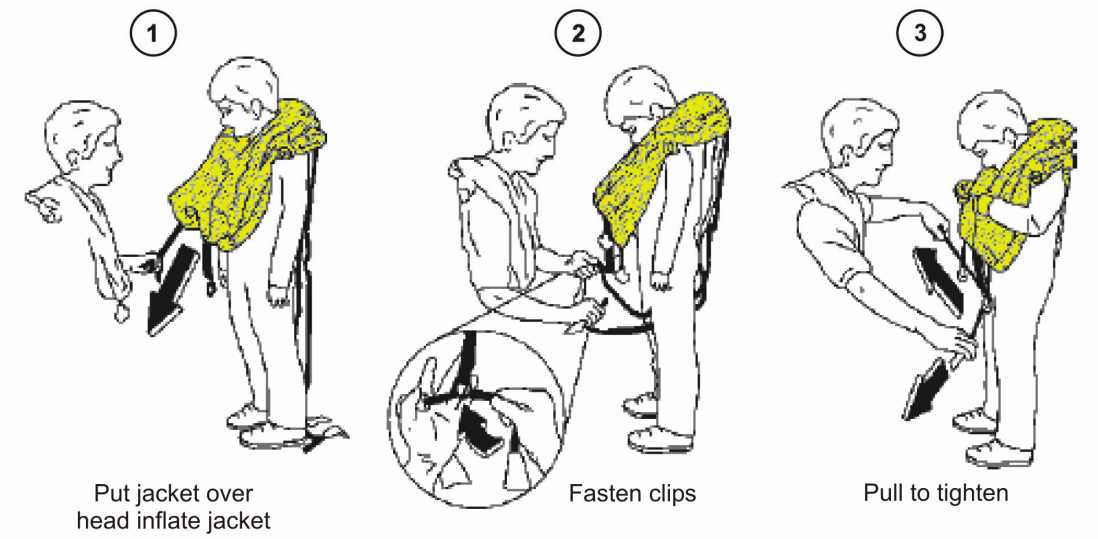

FIGURE 02-25-10-09 MODE OF OPERATION (CHILDREN)

FLASH LIGHTS

Two flashlights are provided and mounted within the cockpit area. They can be rechargeable in option.

DITCHING LIFE LINE

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

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

The life line will be 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.

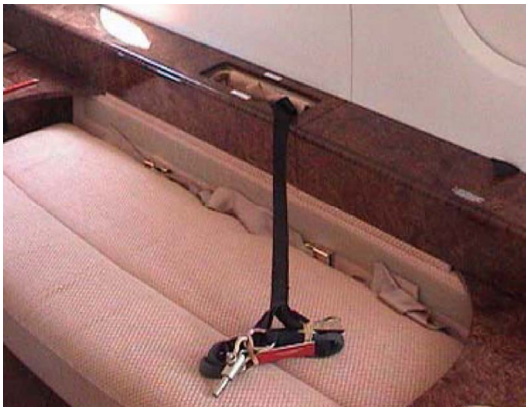

FIGURE 02-25-10-10 DITCHING LIFE LINE

EMERGENCY LOCATOR TRANSMITTER (ELT)

The Emergency Locator Transmitter (ELT) is a distress and localization radio beacon transmitter (121.5, 243 and 406.025 MHz). It is activated either by a strong impact or manually by the pilot from the instrument panel (MAN).

When active, the radio transmitter transmits an omnidirectional distress signal and helps the rescue units localizing the airplane after a crash or forced landing.

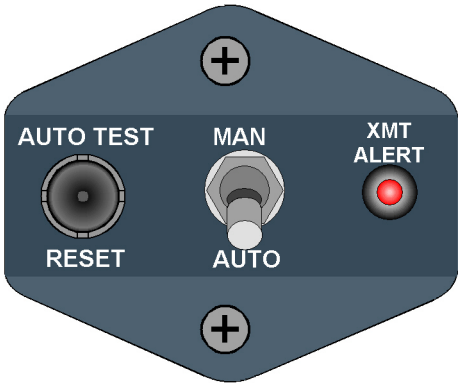

FIGURE 02-25-10-11 ELT CONTROL PANEL

CONTROL	FUNCTION
MAN / AUTO switch: AUTO	Normal position
AUTO TEST pushbutton depressed	Buzzer and XMT ALERT red light activated **NOTE** No ELT transmission
MAN / AUTO switch: MAN	Buzzer and XMT ALERT red light activated **NOTE** ELT transmission

NOTE

In case of inadvertent depress of the AUTO TEST pushbutton, do not activate MAN / AUTO switch to MAN (to avoid ELT transmission). Just wait the end of the automatic test.

AC ELECTRICAL DISTRIBUTION (OPTION)

A 115 / 230 VAC pushbutton

, located on the RH side console, permit an AC electrical distribution (115 or 230 V_{AC}) to the passengers.

On the cabin, a sketch indicates the location of all the outlets. The information that the system will be switched off during TAKE-OFF or LANDING flight phases and cabin depressurization.

OFF is the default position

1 push

Electrical passengers distribution activated

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