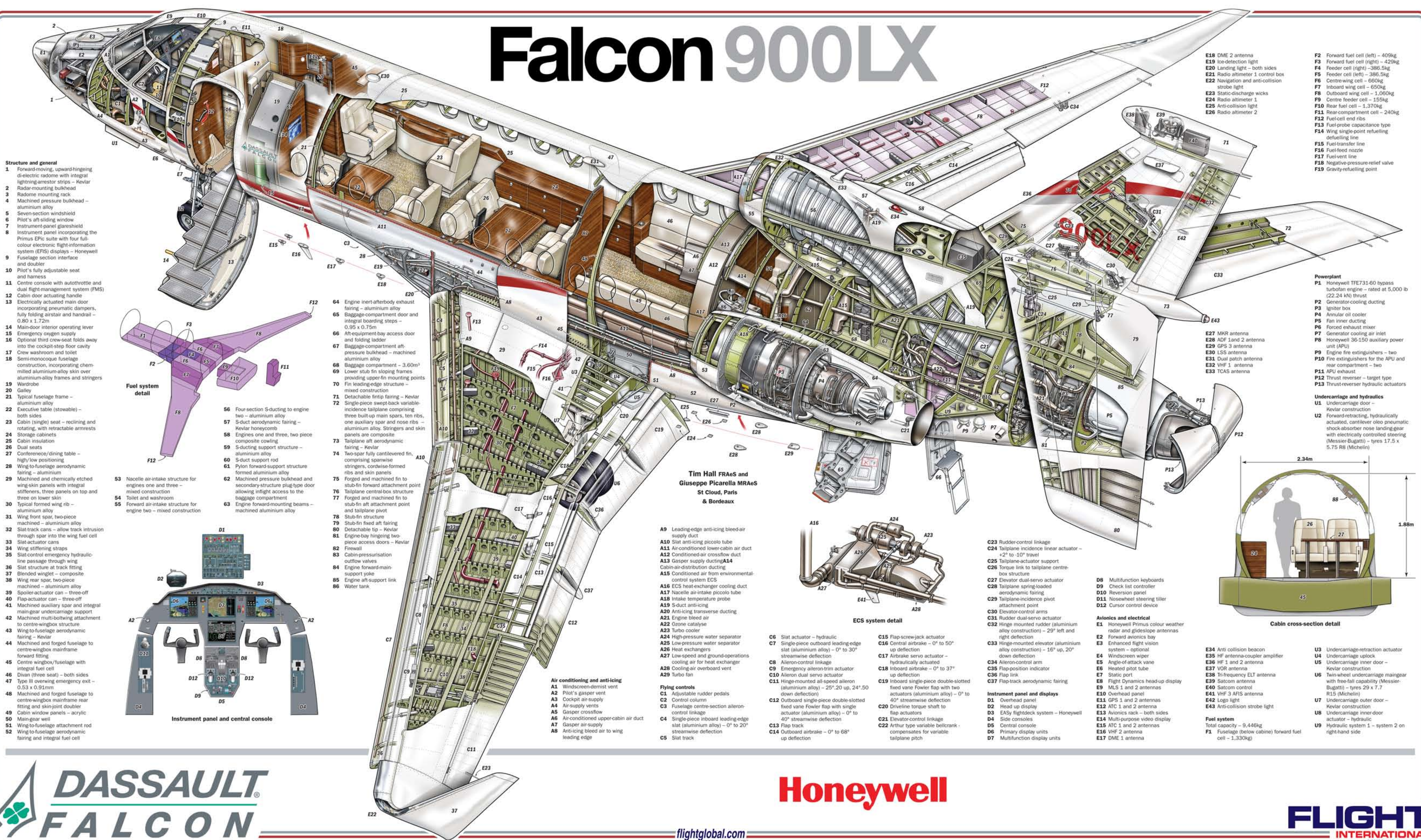
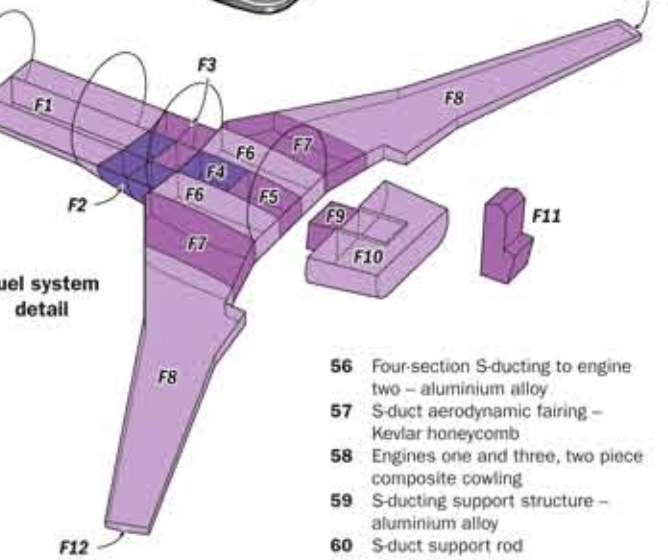


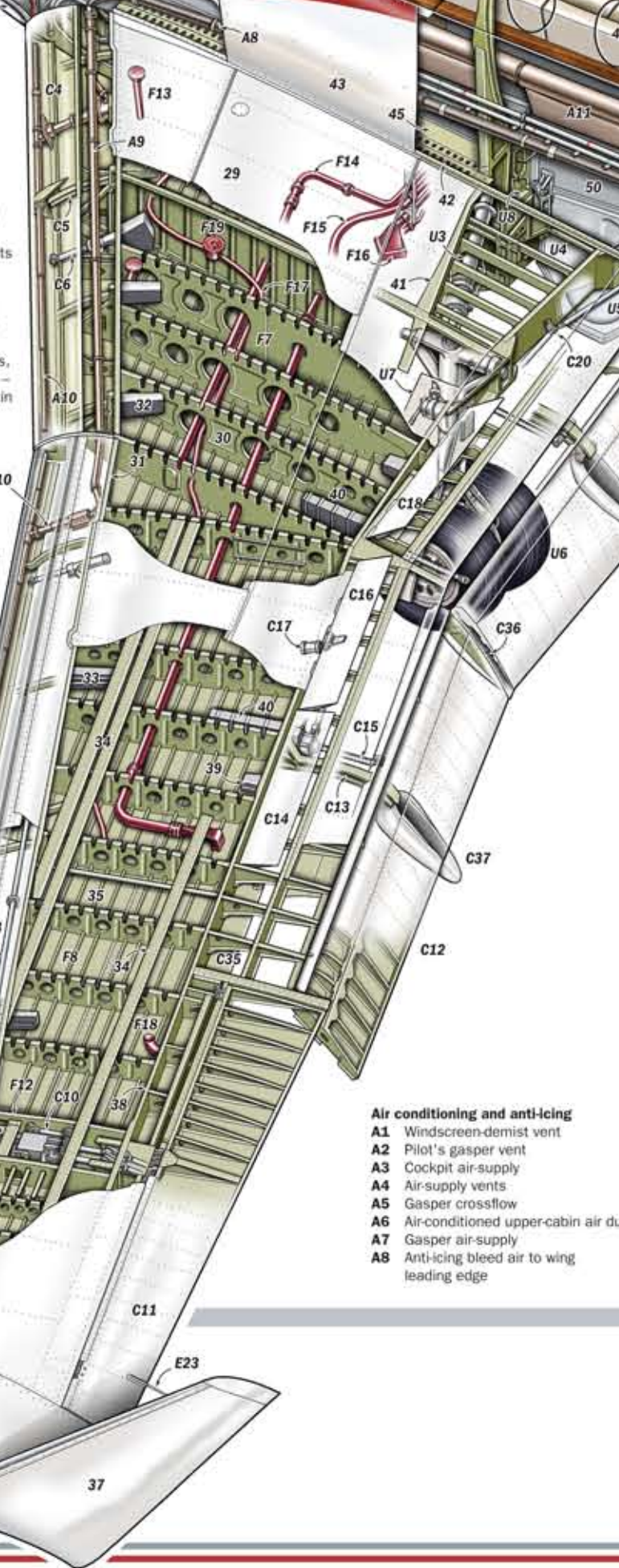
Falcon 900LX



- Structure and general**
- 1 Forward moving, upward-hinging dielectric radome with integral lightning-arrestor strips - Kevlar
 - 2 Radar-mounting bulkhead
 - 3 Radome mounting rack
 - 4 Machined pressure bulkhead - aluminium alloy
 - 5 Seven-section windshield
 - 6 Pilot's aft-sliding window
 - 7 Instrument panel glareshield
 - 8 Instrument panel incorporating the Primus EPIC suite with four full-colour electronic flight-information system (EFIS) displays - Honeywell
 - 9 Fuselage section interface and doubler
 - 10 Pilot's fully adjustable seat and harness
 - 11 Centre console with autothrottle and dual light management system (FMS)
 - 12 Cabin door actuating handle
 - 13 Electrically actuated main door incorporating pneumatic dampers, fully folding airstair and handrail - 0.80 x 1.72m
 - 14 Main-door interior operating lever
 - 15 Emergency oxygen supply
 - 16 Optional cabin crew seat folds away into the cockpit-step floor cavity
 - 17 Crew washroom and toilet
 - 18 Semi-monocoque fuselage construction, incorporating chem-milled aluminium-alloy skin over aluminium-alloy frames and stringers
 - 19 Wardrobe
 - 20 Typical fuselage frame - aluminium alloy
 - 21 Executive table (stowable) - both sides
 - 22 Cabin (single) seat - reclining and rotating, with retractable armrests
 - 23 Storage cabinets
 - 24 Cabin insulation
 - 25 Dual seats
 - 26 Conference/dining table - high/low positioning
 - 27 Wing-to-fuselage aerodynamic fairing - aluminium
 - 28 Milled and chemically etched wing-skin panels with integral stiffeners, three panels on top and three on lower skin
 - 29 Typical formed wing rib - aluminium alloy
 - 30 Wing front spar, two-piece machined - aluminium alloy
 - 31 Slat track cans - allow track intrusion through spar into the wing fuel cell
 - 32 Slat-actuator cans
 - 33 Wing stiffening straps
 - 34 Slat-control emergency hydraulic-line passage through wing
 - 35 Slat structure at track fitting
 - 36 Blended wingtip - composite
 - 37 Wing rear spar, two-piece machined - aluminium alloy
 - 38 Spoiler-actuator can - three-off
 - 39 Flap-actuator can - three-off
 - 40 Machined auxiliary spar and integral main-gear undercarriage support
 - 41 Machined multi-bolting attachment to centre-wingbox structure
 - 42 Wing-to-fuselage aerodynamic fairing - Kevlar
 - 43 Machined and forged fuselage to centre-wingbox mainframe forward fitting
 - 44 Centre wingbox/fuselage with integral fuel cell
 - 45 Divan (three seat) - both sides
 - 46 Type III overwing emergency exit - 0.53 x 0.91m
 - 47 Machined and forged fuselage to centre-wingbox mainframe rear fitting and skin-joint doubler
 - 48 Cabin window panels - acrylic
 - 49 Main-gear well
 - 50 Wing-to-fuselage attachment rod
 - 51 Wing-to-fuselage aerodynamic fairing and integral fuel cell

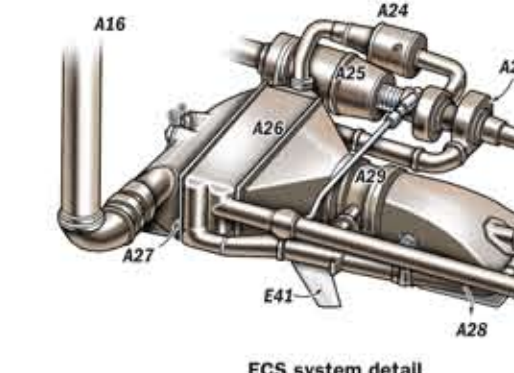


- 52 Wing-to-fuselage aerodynamic fairing - Kevlar
- 53 Nacelle air-intake structure for engines one and three - mixed construction
- 54 Toilet and washroom
- 55 Forward air-intake structure for engine two - mixed construction
- 56 Four-section S-ducting to engine two - aluminium alloy
- 57 S-duct aerodynamic fairing - Kevlar honeycomb
- 58 Engines one and three, two-piece composite cowling
- 59 S-ducting support structure - aluminium alloy
- 60 S-duct support rod
- 61 Pylon forward-support structure formed aluminium alloy
- 62 Machined pressure bulkhead and secondary-structure plug-type door allowing inflight access to the baggage compartment
- 63 Engine forward-mounting beams - machined aluminium alloy
- 64 Engine inert-afterbody exhaust fairing - aluminium alloy
- 65 Baggage-compartment door and integral boarding steps - 0.95 x 0.75m
- 66 Air-equipment bay access door and folding ladder
- 67 Baggage-compartment aft-pressure bulkhead - machined aluminium alloy
- 68 Baggage compartment - 3.60m³
- 69 Lower stub fin sloping frames providing upper-fin mounting points
- 70 Fin leading-edge structure - mixed construction
- 71 Detachable fin tip fairing - Kevlar
- 72 Single-piece swept-back variable-incidence tailplane comprising three built-up main spars, ten ribs, one auxiliary spar and nose ribs - aluminium alloy. Stringers and skin panels are composite
- 73 Tailplane aft aerodynamic fairing - Kevlar
- 74 Two-spar fully cantilevered fin, comprising spanwise stringers, cordwise formed ribs and skin panels
- 75 Forged and machined fin to stub-fin forward attachment point
- 76 Tailplane central-box structure
- 77 Forged and machined fin to stub-fin aft attachment point and tailplane pivot
- 78 Stub-fin structure
- 79 Stub-fin fixed aft fairing
- 80 Detachable tip - Kevlar
- 81 Engine-bay hinging two-piece access doors - Kevlar
- 82 Firewall
- 83 Cabin-pressurisation outflow valves
- 84 Engine forward-main-support yoke
- 85 Engine aft-support link
- 86 Water tank



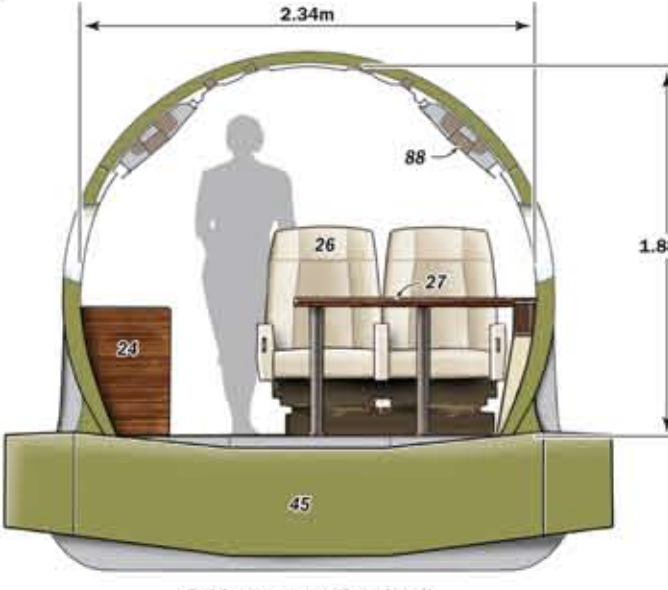
Tim Hall FRAeS and Giuseppe Picarella MRAeS St Cloud, Paris & Bordeaux

- Air conditioning and anti-icing**
- A1 Windscreen-demist vent
 - A2 Pilot's gasper vent
 - A3 Cockpit air-supply
 - A4 Air-supply vents
 - A5 Gasper crossflow
 - A6 Air-conditioned upper-cabin air duct
 - A7 Gasper air-supply
 - A8 Anti-icing bleed air to wing leading edge
 - A9 Leading-edge anti-icing bleed-air supply duct
 - A10 Slat anti-icing piccolo tube
 - A11 Air-conditioned lower-cabin air duct
 - A12 Conditioned-air crossflow duct
 - A13 Gasper supply ducting
 - A14 Cabin-air-distribution ducting
 - A15 Conditioned air from environmental-control system ECS
 - A16 ECS heat-exchanger cooling duct
 - A17 Nacelle air-intake piccolo tube
 - A18 Intake temperature probe
 - A19 S-duct anti-icing
 - A20 Anti-icing transverse ducting
 - A21 Engine bleed air
 - A22 Ozone catalyser
 - A23 Turbo cooler
 - A24 High-pressure water separator
 - A25 Low-pressure water separator
 - A26 Heat exchangers
 - A27 Low-speed and ground-operations cooling air for heat exchanger
 - A28 Cooling-air overboard vent
 - A29 Turbo fan
- Flying controls**
- C1 Adjustable rudder pedals
 - C2 Control column
 - C3 Fuselage centre-section aileron-control linkage
 - C4 Single-piece inboard leading-edge slat (aluminium alloy) - 0° to 20° streamwise deflection
 - C5 Slat track



- C6 Slat actuator - hydraulic
- C7 Single-piece outboard leading-edge slat (aluminium alloy) - 0° to 30° streamwise deflection
- C8 Aileron-control linkage
- C9 Emergency aileron trim actuator
- C10 Aileron dual servo actuator
- C11 Hinge-mounted all-speed aileron (aluminium alloy) - 25°-20 up, 24°-50 down deflection
- C12 Outboard single-piece double-slotted fixed vane Fowler flap with single actuator (aluminium alloy) - 0° to 40° streamwise deflection
- C13 Flap track
- C14 Outboard airbrake - 0° to 68° up deflection
- C15 Flap-screw-jack actuator
- C16 Central airbrake - 0° to 50° up deflection
- C17 Airbrake servo actuator - hydraulically actuated
- C18 Inboard airbrake - 0° to 37° up deflection
- C19 Inboard single-piece double-slotted fixed vane Fowler flap with two actuators (aluminium alloy) - 0° to 40° streamwise deflection
- C20 Drive-line torque shaft to flap actuators
- C21 Elevator-control linkage
- C22 Arthur type variable bellcrank - compensates for variable tailplane pitch
- C23 Rudder-control linkage
- C24 Tailplane incidence linear actuator - +2° to -10° travel
- C25 Tailplane-actuator support
- C26 Torque link to tailplane centre-box structure
- C27 Elevator dual-servo actuator
- C28 Tailplane spring-loaded aerodynamic fairing
- C29 Tailplane-incidence pivot attachment point
- C30 Elevator-control arms
- C31 Rudder dual-servo actuator
- C32 Hinge mounted rudder (aluminium alloy construction) - 29° left and right deflection
- C33 Hinge-mounted elevator (aluminium alloy construction) - 16° up, 20° down deflection
- C34 Aileron-control arm
- C35 Flap-position indicator
- C36 Flap link
- C37 Flap-track aerodynamic fairing

- Instrument panel and displays**
- D1 Overhead panel
 - D2 Head up display
 - D3 EASy flightdeck system - Honeywell
 - D4 Side consoles
 - D5 Central console
 - D6 Primary display units
 - D7 Multifunction display units
- Avionics and electrical**
- E1 Honeywell Primus colour weather radar and glideslope antennas
 - E2 Forward avionics bay
 - E3 Enhanced flight vision system - optional
 - E4 Windscreen wiper
 - E5 Angle-of-attack vane
 - E6 Heated pilot tube
 - E7 Static port
 - E8 Flight Dynamics head up display
 - E9 MLS 1 and 2 antennas
 - E10 Overhead panel
 - E11 GPS 1 and 2 antennas
 - E12 ATC 1 and 2 antenna
 - E13 Avionics rack - both sides
 - E14 Multi-purpose video display
 - E15 ATC 1 and 2 antennas
 - E16 VHF 2 antenna
 - E17 DME 1 antenna
 - E18 DME 2 antenna
 - E19 Ice-detection light
 - E20 Landing light - both sides
 - E21 Radio altimeter 1 control box
 - E22 Navigation and anti-collision strobe light
 - E23 Static-discharge wicks
 - E24 Radio altimeter 1
 - E25 Anti-collision light
 - E26 Radio altimeter 2
 - E27 MKR antenna
 - E28 ADF 1 and 2 antenna
 - E29 GPS 3 antenna
 - E30 LSS antenna
 - E31 Dual patch antenna
 - E32 VHF 1 antenna
 - E33 TCAS antenna
 - D8 Multifunction keyboards
 - D9 Check list controller
 - D10 Reversion panel
 - D11 Nosewheel steering tiller
 - D12 Cursor control device



- Undercarriage and hydraulics**
- U1 Undercarriage door - Kevlar construction
 - U2 Forward-retracting, hydraulically actuated, cantilever oleo pneumatic shock-absorber nose landing-gear with electrically controlled steering (Messier-Bugatti) - tyres 17.5 x 5.75 RB (Michelin)
 - U3 Undercarriage-retraction actuator
 - U4 Undercarriage uplock
 - U5 Undercarriage inner door - Kevlar construction
 - U6 Twin-wheel undercarriage main-gear with free-fall capability (Messier-Bugatti) - tyres 29 x 7.7 R15 (Michelin)
 - U7 Undercarriage outer door - Kevlar construction
 - U8 Undercarriage inner-door actuator - hydraulic
 - U9 Hydraulic system 1 - system 2 on right-hand side
- Fuel system**
- Total capacity - 9,446kg
- F1 Fuselage (below cabin) forward fuel cell - 1,330kg
 - F2 Forward fuel cell (left) - 409kg
 - F3 Forward fuel cell (right) - 429kg
 - F4 Landing light - 386.5kg
 - F5 Feeder cell (left) - 386.5kg
 - F6 Centre-wing cell - 660kg
 - F7 Inboard wing cell - 650kg
 - F8 Outboard wing cell - 1,060kg
 - F9 Centre feeder cell - 155kg
 - F10 Rear fuel cell - 1,370kg
 - F11 Rear-compartment cell - 240kg
 - F12 Fuel-cell end ribs
 - F13 Fuel-probe capacitance type defuelling line
 - F14 Wing single-point refuelling defuelling line
 - F15 Fuel-transfer line
 - F16 Fuel-feed nozzle
 - F17 Fuel-vent line
 - F18 Negative-pressure-relief valve
 - F19 Gravity refuelling point

