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1. PURPOSE

This document provides, in a short manner, airplane characteristics data for general airport planning.

Caution

The information provided hereafter is for advisory purpose only and must not supersede Dassault official documentation (Airplane Flight Manual, Operating Manual, Ground Servicing Manual) for any operational purpose.

2. AIRCRAFT CHARACTERISTICS - F900 All models

The FALCON 900 is a long-range wide body business trijet airplane, with the capability to operate to or from less than 1,200 meters (4,000 ft) long runways.

- Maximum airport pressure altitude: from – 1,000 to + 14,000 ft.
- Runway slope: from – 2.5% to + 2.5%.
- Maximum range: from 3,600 NM to 4,750 NM, according to the type.
- Maximum tailwind component for takeoff and landing: 10 kt.
- Maximum demonstrated crosswind component: 30 kt.

The airplane is certified for CAT II operations. F900EX series are optionally certified for CAT III operations.

NOTE: For FALCON 900LX, HUD CAT III capability is not yet available.

The family:
- FALCON 900A: initial version,
- FALCON 900B: higher performance due to upgraded engines,
- FALCON 900C: 900B upgraded with new avionics,
- FALCON 900EX: 900B upgraded with new avionics, and fitted with new engines and improved fuel capacity,
- FALCON 900EX EASy: 900EX equipped with the new “Enhanced Avionics System”,
- FALCON 900DX: 900EX EASy with reduced fuel capacity,
- FALCON 900LX: 900EX EASy with installation of winglets (modification M5281).

NOTE: Only the FALCON 900LX is still in production.

2.1 Common characteristics - F900 All models

The main entry door also serves as an access stairway: the airplane is self-sufficient for passenger boarding.

The built-in auxiliary power unit (APU) provides, on ground only, the air conditioning, the electrical power generation and the assistance for engines start.
The airplane may be pressure- or gravity-refueled or defueled.

The use of thrust reverser is approved for airplane back moving.

All usual ground servicing operations are performed without any specific equipment.

According to ICAO annex 14, the airplane is classified Rescue and Fire Fighting category 4.

According to ICAO annex 14, Volume I, Chapter 3, the reference code of the Falcon 900 airplanes is 3B which corresponds to a minimum runway width of 30.0 m (98 ft).

Minimum flight crew: 2 pilots.
3. PHYSICAL DESCRIPTION - F900 All models

3.1 Weight and loading

<table>
<thead>
<tr>
<th>Kg</th>
<th>F900A, B and C Without SB 139</th>
<th>F900A, B and C With SB 139</th>
<th>F900EX</th>
<th>F900EXEASy</th>
<th>F900DX</th>
<th>F900LX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Ramp Weight</td>
<td>20,730 Kg</td>
<td>21,183 Kg</td>
<td>22,317 Kg</td>
<td>22,317 Kg</td>
<td>21,274 Kg</td>
<td>22,317 Kg</td>
</tr>
<tr>
<td>Maximum Takeoff Weight</td>
<td>20,639 Kg</td>
<td>21,092 Kg</td>
<td>22,226 Kg</td>
<td>22,226 Kg</td>
<td>21,183 Kg</td>
<td>22,226 Kg</td>
</tr>
<tr>
<td>Maximum Landing Weight</td>
<td>19,051 Kg</td>
<td>19,051 Kg</td>
<td>20,185 Kg</td>
<td>20,185 Kg</td>
<td>19,142 Kg</td>
<td>20,185 Kg</td>
</tr>
<tr>
<td>Maximum Zero Fuel Weight</td>
<td>12,800 Kg</td>
<td>14,000 Kg</td>
<td>14,000 Kg</td>
<td>14,000 Kg</td>
<td>14,000 Kg</td>
<td>14,000 Kg</td>
</tr>
<tr>
<td>Fuel Capacity</td>
<td>8,647.5 Kg</td>
<td>8,647.5 Kg</td>
<td>9,526 Kg</td>
<td>9,526 Kg</td>
<td>8,545 Kg</td>
<td>9,483 Kg</td>
</tr>
<tr>
<td>Center of Gravity Limits</td>
<td>14% to 31% MAC</td>
<td>14% to 31% MAC</td>
<td>13% to 31% MAC</td>
<td>13% to 31% MAC</td>
<td>13% to 31% MAC</td>
<td>13% to 31% MAC</td>
</tr>
</tbody>
</table>

*cf. specific F900LX Center of Gravity Limits in the last revision of flight documentation.
## Landing Weight

<table>
<thead>
<tr>
<th></th>
<th>F900A, B and C</th>
<th>F900EX</th>
<th>F900EXEasy</th>
<th>F900DX</th>
<th>F900LX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Ramp Weight</td>
<td>45,700 lb</td>
<td>49,000 lb</td>
<td>49,000 lb</td>
<td>46,900 lb</td>
<td>49,200 lb</td>
</tr>
<tr>
<td>Maximum Takeoff Weight</td>
<td>45,500 lb</td>
<td>49,000 lb</td>
<td>49,000 lb</td>
<td>46,700 lb</td>
<td>49,000 lb</td>
</tr>
<tr>
<td>Maximum Landing Weight</td>
<td>42,000 lb</td>
<td>44,500 lb</td>
<td>44,500 lb</td>
<td>42,200 lb</td>
<td>44,500 lb</td>
</tr>
<tr>
<td>Maximum Zero Fuel Weight</td>
<td>28,220 lb</td>
<td>30,864 lb</td>
<td>30,864 lb</td>
<td>30,864 lb</td>
<td>30,864 lb</td>
</tr>
</tbody>
</table>

*cf. specific F900LX Center of Gravity Limits in the last revision of flight documentation.

## Loading - F900 All models

<table>
<thead>
<tr>
<th></th>
<th>F900A, B and C</th>
<th>F900EX</th>
<th>F900EXEasy</th>
<th>F900DX</th>
<th>F900LX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum passenger</td>
<td>19</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum cargo in baggage compartment</td>
<td>2,866 lb</td>
<td>1,300 Kg</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
3.2 Dimensions

3.2.1 F900 A / B / C / EX / EX EASy / DX

Airplane equipped with SATCOM antenna
3.2.2 F900LX

21.4 m (70 ft 3 in)

4.45 m (14 ft 7 in)

7.49 m (24 ft 9 in)

7.90 m (25 ft 11 in)

20.22 m (66 ft 4 in)

7.72 m (25 ft 4 in)
3.3 Minimum turn radius

3.3.1 F900A / B / C / EX / EX EASy / DX

### Steering uncoupled (towing)

| A : r = 10.2 m / 33.4 ft | B : r = 14.5 m / 47.6 ft | C : 4.6 m / 15 ft |

NOTE: The towing bar is specific to the airplane. Towing with a towbarless vehicle is approved provided the appropriate interface tool is used.
### 3.4 Tire Pressure - F900 All models

<table>
<thead>
<tr>
<th>Model</th>
<th>Main gear</th>
<th>Nose gear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Falcon 900A, B, C</td>
<td>13.3 bars / 193 psi</td>
<td>10.2 bars / 148 psi</td>
</tr>
<tr>
<td>Falcon 900EX, EX EASy, DX, LX</td>
<td>13.8 bars / 200 psi</td>
<td>10.4 bars / 151 psi</td>
</tr>
</tbody>
</table>
4. PERFORMANCE - F900 All models

4.1 Airplane Classification Number (ACN) values - FALCON 900A, B and C

Flexible pavement

<table>
<thead>
<tr>
<th>Subgrade strength category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACN</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>15</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>14</td>
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</tr>
<tr>
<td>12</td>
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</tr>
<tr>
<td>11</td>
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<td></td>
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<tr>
<td>10</td>
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</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

GROSS WEIGHT x 1,000 lb
4.2 Airplane Classification Number (ACN) values - FALCON 900EX, EX EASy, DX, and LX

Flexible pavement

![Diagram showing ACN values for different airplane types based on their gross weight.](image-url)
4.2 Airplane Classification Number (ACN) values - FALCON
900EX, EX EASy, DX and LX (Con’d)
4.3 Takeoff - FALCON 900A
4.4 Take-off - FALCON 900B and C

This document is the intellectual property of DASSAULT AVIATION. It may not be used, reproduced, modified or disclosed without its authorization. DASSAULT AVIATION Proprietary Data.
4.5 Take-off - FALCON 900EX, EX EASy, DX and LX
4.5 Take-off - FALCON 900EX, EX EASy, DX and LX (Con'd)
4.5 Take-off - FALCON 900EX, EX EASy, DX and LX (Con'd)
4.6 LANDING - F900 All models

4.6.1 Landing distance - F900 All models
4.6.2 Approach speed - F900 All models
4.7 Noise - F900 All models

4.7.1 FALCON 900A

<table>
<thead>
<tr>
<th>Reference point</th>
<th>Noise levels (EPNdB)</th>
<th>Noise limits (EPNdB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flyover</td>
<td>81.9</td>
<td>89</td>
</tr>
<tr>
<td>Lateral</td>
<td>89.5</td>
<td>94</td>
</tr>
<tr>
<td>Approach</td>
<td>91.7</td>
<td>98</td>
</tr>
</tbody>
</table>

4.7.2 FALCON 900B and C

<table>
<thead>
<tr>
<th>Reference point</th>
<th>Noise levels (EPNdB)</th>
<th>Noise limits (EPNdB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flyover</td>
<td>79.8</td>
<td>89</td>
</tr>
<tr>
<td>Lateral</td>
<td>91.2</td>
<td>94</td>
</tr>
<tr>
<td>Approach</td>
<td>91.7</td>
<td>98</td>
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</tbody>
</table>

4.7.3 FALCON 900EX and EX EASY

<table>
<thead>
<tr>
<th>Reference point</th>
<th>Noise levels (EPNdB)</th>
<th>Noise limits (EPNdB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flyover</td>
<td>79.8</td>
<td>89</td>
</tr>
<tr>
<td>Lateral</td>
<td>90.5</td>
<td>94</td>
</tr>
<tr>
<td>Approach</td>
<td>92.3</td>
<td>98</td>
</tr>
</tbody>
</table>

4.7.4 FALCON 900DX

<table>
<thead>
<tr>
<th>Reference point</th>
<th>Noise levels (EPNdB)</th>
<th>Noise limits (EPNdB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flyover</td>
<td>78.7</td>
<td>89</td>
</tr>
<tr>
<td>Lateral</td>
<td>90.6</td>
<td>94</td>
</tr>
<tr>
<td>Approach</td>
<td>92.2</td>
<td>98</td>
</tr>
</tbody>
</table>
### 4.7.5 FALCON 900LX

<table>
<thead>
<tr>
<th>Reference point</th>
<th>Noise levels (EPNdB)</th>
<th>Noise limits (EPNdB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flyover</td>
<td>78.2</td>
<td>89</td>
</tr>
<tr>
<td>Lateral</td>
<td>90.3</td>
<td>94</td>
</tr>
<tr>
<td>Approach</td>
<td>92.1</td>
<td>98</td>
</tr>
</tbody>
</table>
5. CRASH INFORMATION - F900 All models
See Annex 1 - Location of flammables (Falcon 900 All models)
See Annex 2 - Emergency access and rescue (Falcon 900 All models)
See Annex 3 - Shut-down procedures (Falcon 900A / B)
See Annex 4 - Shut-down procedures (Falcon 900C / EX)
See Annex 5 - Shut-down procedures (Falcon 900DX / LX / EX EASy)

6. HANDLING - F900 All models
See Annex 6 - Refueling (Falcon 900)
See Annex 7 - Ground de-icing recommendations (Falcon 900)
See Annex 8 - Miscellaneous (Falcon 900)
See Annex 9 - Clear areas (Falcon 900 All models)
1. **POWER LEVERS:**
   Lift up each throttle lever unlocking catch and move in the same time throttle lever aft to STOP position.

2. **FUEL SHUT OFF switches (all 3):**
   raise the safety guards and move up the switches.

3. **Engine, baggage compartment and APU fire extinguisher DISCH switches (all 5):**
   set the switches directly to the upward position by pulling and throwing them.

4. **BATtery and GENerators switches (all 5):**
   Move down to the OFF position.

5. **PARK BRAKE:**
   Pull the handle to the max. detent.

6. **PASSENGER OXYGEN:**
   Rotate the selector switch to the CLOSE position.
POWER LEVERS:
Lift up each throttle lever unlocking catch and move in the same time throttle lever aft to STOP position.

FUEL SHUT OFF switches (all 3):
raise the safety guards and move up the switches.

Engine fire extinguisher DISCH switches (all 3):
set the switches directly to the upward position by pulling and throwing them.
Baggage compartment, (+aft compartment (900EX)) and APU fire extinguisher DISCH switches (all 2 (3)):
raise the safety guard and push the button.

BATTERY and GENERATORS switches (all 5):
Move down to the OFF position.

PARK BRAKE:
Pull the handle to the max. detent.

PASSENGER OXYGEN:
Rotate the selector switch to the CLOSE position.
**POWER LEVERS:**
Lift up each throttle lever unlocking catch and move in the same time throttle lever aft to STOP position.

**FUEL SHUT OFF switches (all 3):**
raise the safety guard and push the button.

**Engine fire extinguisher DISCH 2 switches (all 3), APU, (+REAR COMpartment (EASy)) and BAGgage COMpartment fire extinguisher**
PUSH TO DISCH switches (all 3(2)):
raise the safety guard and push the button.

**BATtery and GENerators switches (all 5):**
Move down to the OFF position.

**PARK BRAKE:**
Pull the handle to the max. detent.

**PASSENGER OXYGEN:**
Rotate the selector switch to the CLOSE position.
**FALCON 900**

**REFUELING**

- Gravity refueling ports
- Single point pressure refueling port
- APU Blast

**NOTE**

Pressure Required: 30 to 50 psi

---

**USEABLE FUELS**

<table>
<thead>
<tr>
<th>Designation</th>
<th>Commercial specification</th>
<th>Total tank capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kerosene</td>
<td>JET A, JET A-1, JP-8</td>
<td>10,769 l (10,646)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>11,764 l</td>
</tr>
<tr>
<td>Wide cut type fuel</td>
<td>JET B, JP-4</td>
<td>19,065 lb (19,830)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>20,825 lb</td>
</tr>
<tr>
<td>High flash point type fuel</td>
<td>JP 5</td>
<td>2,845 USG (2,812)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3,108 USG</td>
</tr>
</tbody>
</table>

---

**CAUTION**

Although it is allowed to refuel with APU running, it is highly recommended to not start the APU while refueling is in progress.
PFD Fluids TYPE I, TYPE II or TYPE IV are approved for airplane de-icing. PFD Fluids TYPE II or TYPE IV are approved for airplane anti-icing.

De-icing can be performed with passengers on board, just before starting. The APU must not be operated while de-icing/anti-icing is in process. It is not recommended to de-ice the airplane with the engines running. If engine operation is required, switch off the conditioning system. Do not spray de-icing fluid directly into engine air intake, exhausts, sensors, vents or drains.

For de-icing, use type I, II or IV fluid diluted with water (hot water, if possible). The sprayed mixture must comply with the values specified in the relevant tables which enable the crew to check the estimated protection duration (see holdover time tables). When de-icing only, it is possible to repeat spraying if required, with more concentrated fluid. Wait for a few minutes before spraying again.

For anti-icing, use pure type II or IV fluid.

NOTE:
This process is to be performed by qualified and thoroughly trained personnel. The use of "neat" type II or type IV fluid requires particular precautions.

WARNING:
It is forbidden to perform two successive anti-icing operations on an airplane which has not flown in-between. This may induce a critical overload for the airplane. If an aircraft which has been anti-iced does not fly, it must be cleaned through washing-down or through de-icing if the ambient temperature does not allow washing.

Avoid spraying cockpit windshields/windows, radome and nose cone. Any fluid sprayed over these areas must be removed before take-off.

The landing gears, wheels, tires, brake units and uplocks must be free of snow, ice or frost.

NOTE:
De-icing/anti-icing fluids are harmless to tires and do no cause any damage to the carbon brakes. However, avoid spraying fluid directly onto the brakes, as this may reduce the braking efficiency.

The ground crew in charge of the de-icing/anti-icing process must provide the pilot-in-command with the following instructions:

- type of treatment, - type of product used,
- fluid concentration, - water concentration,
- time of treatment, - date of treatment.
ANNEX 7

FALCON 900 (all models) | GROUND DEICING / ANTI-ICING RECOMMENDATIONS

Spraying course

Options

No direct spraying
NOTE: The Ground power unit output shall be rated at 28.5 V, 1000 A minimum, 1200 A maximum.