

BusinessJet *interiors* INTERNATIONAL

JANUARY 2014

THE INTERNATIONAL REVIEW OF BUSINESS JET INTERIOR DESIGN AND COMPLETION

smallwonders

THE FALCON 5X'S GENEROUS CROSS-SECTION MAY IMPRESS
BUT IT'S THE THOUGHTFUL LITTLE DETAILS
THAT WILL WIN HEARTS



ALSO IN THIS ISSUE: SEAT COMFORT CATERING SAFETY APPS GRANDE 870CJ LARGE MONITOR INSTALLATIONS NEW MATERIALS

As well as focusing on details, Gervais says an important factor in the design process at Dassault is collaboration. "We all worked together – engineers and designers, the quality and maintenance departments, buyers and vendors," she says. "I think this brings a new level in quality."

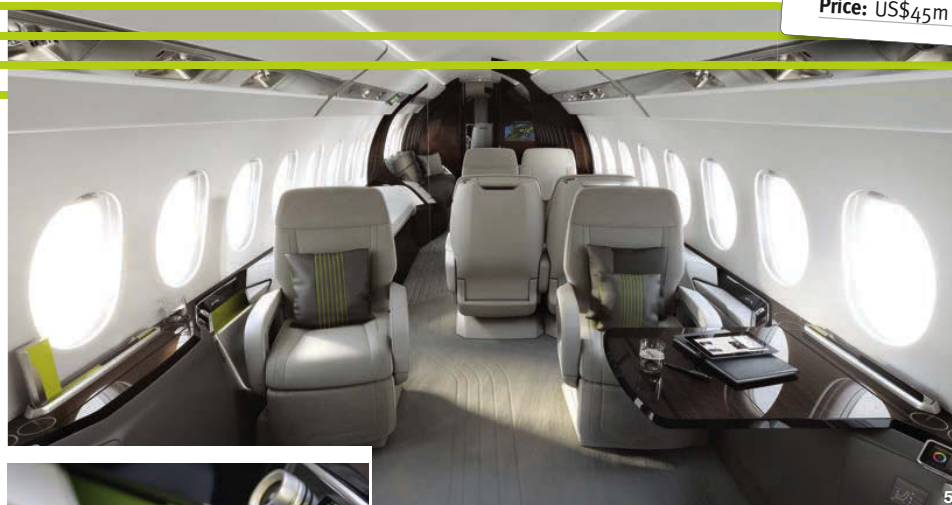
The cabin will be equipped with FalconCabinHD+. The CMS, developed in cooperation with Rockwell Collins, utilises a fibre-optic network to distribute HD audio and video content throughout the cabin, and gives complete control of the cabin systems.

A headline innovation, a skylight in the galley, is based on Vision Systems' Nuance Dual electronically dimmable window, which uses Research Frontiers'



Falcon 5X

Cabin width: 8ft 6in
Cabin height: 6ft 6in
Cabin length: 38ft 8in
Seats: 3 crew + 16 passengers
Range: 5,200 nautical miles at Mach 0.80 with eight passengers, three crew, NBAA IFR reserves, ISA and full fuel
High-speed cruise: 595kts
Max altitude: 51,000ft
Price: US\$45m (£28m)



- 4. The galley, complete with skylight
- 5. The cabin is divided into three lounges
- 6. Handy storage areas should help keep the cabin uncluttered

SPD-Smart technology. Dassault wanted a skylight, but needed to ensure the amount of heat and light entering the cabin could be controlled. Vision Systems says its product blocks 99.9975% of visible light when at its darkest setting; and also blocks UV and reduces solar heat gain. Carl Putman, president and CEO at Vision Systems, contends that an electronic blind also offers a more space-efficient solution: "No mechanical blind could have been integrated in such a compact and critical environment," he says.

There are 28 additional windows throughout the cabin, which are "significantly" larger than those on previous Falcons.

Multiple choice The Falcon specification process at Dassault is conducted in sections. Section 1 includes the cockpit, communication equipment such as telephones and wi-fi, and some environmental systems. Section 2 covers the floorplan, seat features (such as electric or manual operation, and widths from 18-20in), medical systems (including Dassault's Virtual Doctor), sensors, cameras and lav options (including a choice between standard or vacuum toilets). Section 3 relates to the livery and Section 4 to built-in service features. Section 5 addresses aspects such as the cabinets and involves creating detailed finishing drawings. The choices that can make an interior feel like home, including the colours, fabrics, veneers, murals, stitching, carpets, leathers – basically the overall feel of the design – fall under Section 6. Within this section, Dassault has created various harmonies for customers to consider.

The 5X cabin mock-up shown at NBAA 2013 was modelled to American taste, with rich veneers and traditional colours. Dassault says another cabin will be shown at EBACE 2014, featuring an avant-garde European look, with a harder, techy edge.

200 additional hours of endurance testing will be performed on the Falcon 5X prior to certification

3,900ft cabin pressurisation level at 41,000ft

10,000+ parameters will be monitored by the new onboard diagnostic system