

CHAPTER

25

**EQUIPMENT /
FURNISHINGS**

CONTENT

Name of item	Chapter Section/Subsection Subject	Page
GENERAL	25-00-00	25-1
FWD SEATS	25-10-00	25-2
DESCRIPTION AND OPERATION		25-2
MAINTENANCE		25-4
REMOVAL / INSTALLATION		25-4
Removal of fwd seats and safety belts		25-4
Installation of fwd seats and safety belts		25-4
APPROVED REPAIRS		25-6
Repairs of fwd seats and safety belts		25-6
REAR SEATS	25-20-00	25-7
DESCRIPTION AND OPERATION		25-7
MAINTENANCE		25-8
REMOVAL / INSTALLATION		25-8
Removal of rear seats and safety belts		25-8
Installation of rear seats and safety belts		25-8
APPROVED REPAIRS		25-9
Repairs of rear seats and safety belts		25-9
CARGO BAYS	25-50-00	25-10
DESCRIPTION AND OPERATION		25-10
SURVIVAL MEANS	25-60-00	25-11
DESCRIPTION AND OPERATION		25-11

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GENERAL

The airplane cockpit is a four place arrangements with two abreast seats in tandem. The fwd seats are resettable while, the rear ones are fixed. All the seats are equipped with safety belts. Behind the rear seats there are cargo bays.

The airplane cockpit is equipped with following survival means:

- emergency locator transmitter (optionally)
- cockpit canopy jettisoning
- crash hammer
- first aid kit.

FWD SEATS

DESCRIPTION AND OPERATION

The fwd seats (Fig. 25-1) are resettable to four locked positions. The seat position locking is controlled by lever under the fwd part of seat. Moving the lever upward opens the lock and seat may be reset. The fwd seat backrests are tiltable forward to simplify access to rear seats. If the lever (2) upon the back side of seat is moved up the seat backrest may be tilted fwd.

The seats are equipped with 5 position height adjustable headrests. The individual positions are elastically locked. The headrest resetting is made by pulling or pushing upon headrest according to direction of desired setting.

The seats are equipped with safety belts that consist of two lap straps, two shoulder straps and belt safety lock. The belt safety lock (item U) is sewn to one lap strap. It is controlled by disk upon the front part of lock. The disk may be set to three positions:

- **LOCKED** (green point) - safety belt latches are locked
- **DON** (amber point) - position for latch insertion into lock
- **RELEASE** - unlocking the safety lock.

Procedure for locking the safety belts:

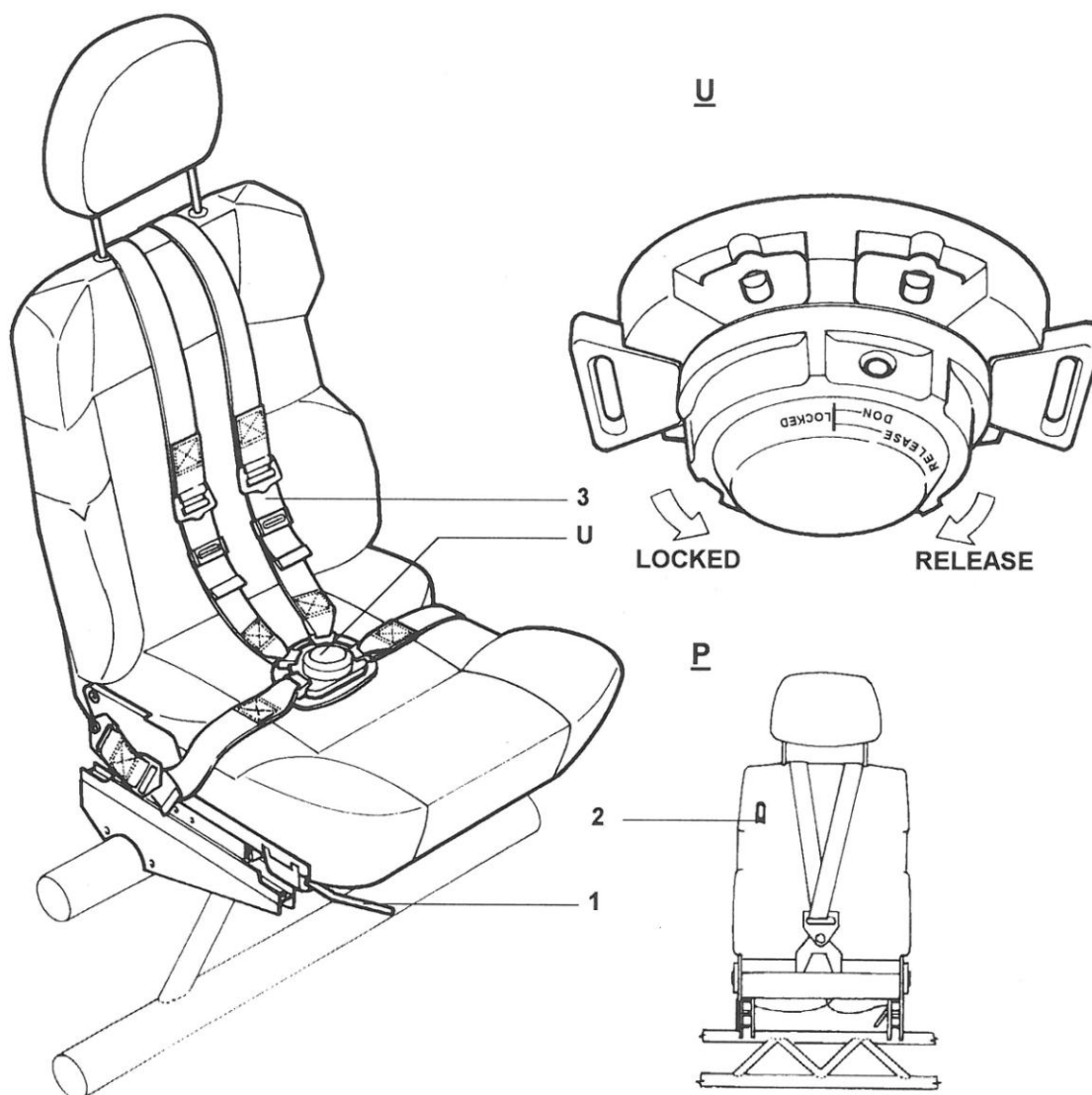
- arrange safety belts not have them twisted
- insert latches of belts into the safety lock with lock disk in **DON** position
- turn safety lock disk to **LOCKED** position so that the safety belt latches are locked.

Procedure for unlocking the safety belts:

- turn disk of safety belt lock to **RELEASE** position so that the safety belt latches are released and safety belts are free

The safety belt disk is automatically reset to **DON** position.

EFFECTIVITY: All



P ... view upon fwd seat from behind

U ... safety belt lock

1 ... lever controlling longitudinal seat setting

2 ... lever controlling backrest tilting

3 ... safety belts

Fig. 25-1 Fwd seat with safety belts

MAINTENANCE

REMOVAL / INSTALLATION

REMOVAL OF FWD SEATS AND SAFETY BELTS

Recommendation

Lock manual airplane control by latch before seat removal (section 27-70-00).

1. Removal of fwd seats

(procedure of fwd left and right seats removal is the same)

- a) Set the seat very fwd to stop – set lever (Fig. 25-1, item 1) upwards.
- b) Tilt backrest fwd – set lever (2) upwards.
- c) Unscrew rear seat screws (Fig. 25-2, item 1), fixing rails (3).
- d) Slide the seat from the rails (3) in backward direction and remove it from the cockpit. Screw screws (1) provided with washers (2) back in place.
- e) Remove slide bushings (4) from slide block (5) and store them.

2. Removal of safety belts

(procedure of fwd left and right safety belts removal is the same)

- a) Unscrew bolts (Fig. 25-2, item 6).
- b) Remove washers (7; 8).

INSTALLATION OF FWD SEATS AND SAFETY BELTS

Recommendation

Lock manual airplane control by latch before seat installation (section 27-70-00).

Install fwd seats after the rear seats installation.

1. Installation of safety belts

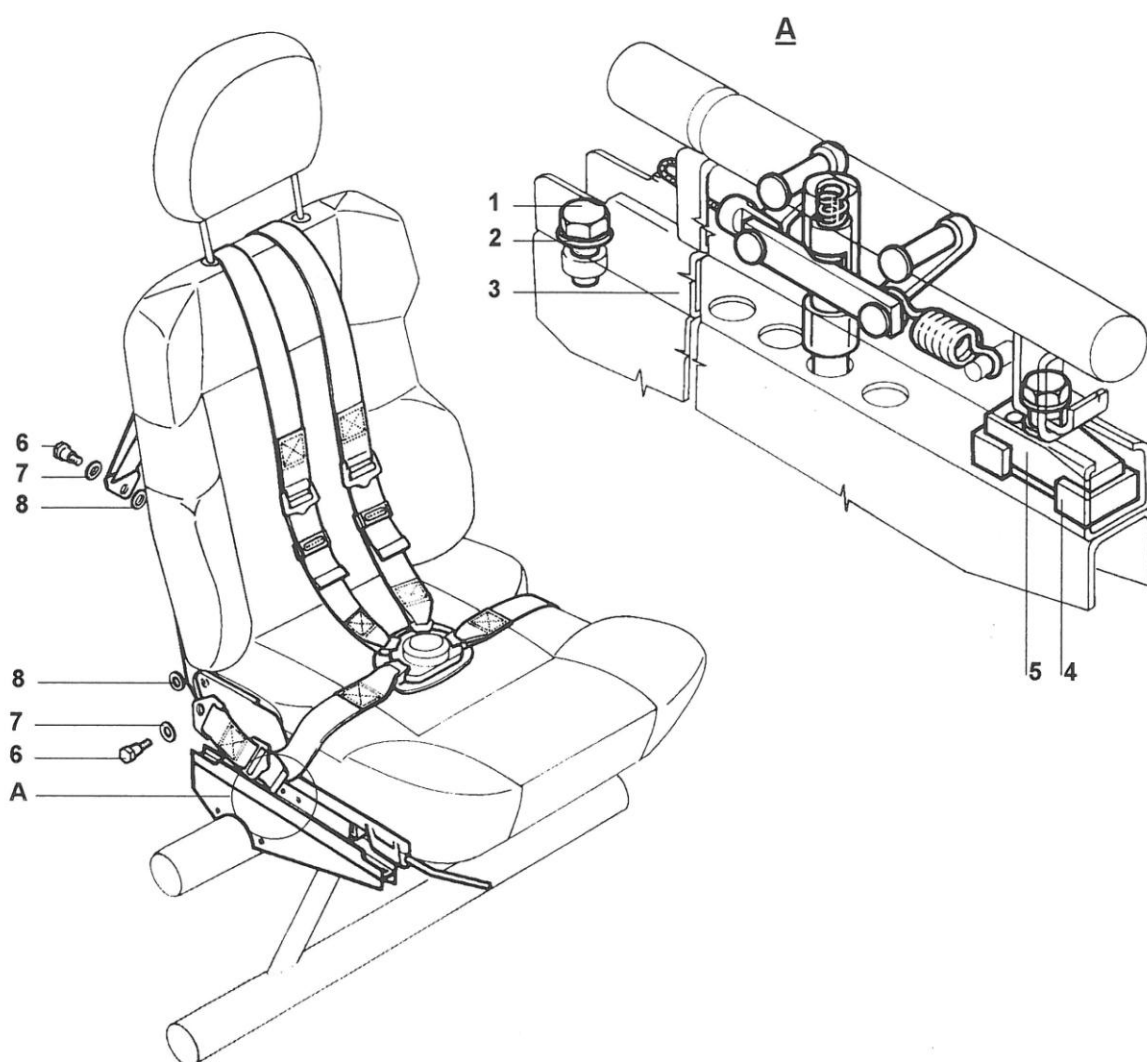
- a) Provide bolts (Fig. 25-2, item 6) with washers (7), console of safety belt and washer (8).
- b) Screw bolts (6) into the holes of seat.

2. Installation of fwd seats

(procedure of fwd left and right seats installation is the same)

- a) Unscrew bolts (Fig. 25-2, item 1) with washers (2) from the rails (3).
- b) Grease (subsection 05-21-00) locking mechanism (item A) and internal side of rails (3) with grease.
- c) Provide slide blocks (5) with slide bushings (4).
- d) Insert the seat with fwd tilted backrest and unlocked lock, i.e. with lever (Fig. 25-1, item 1) upwards, into the seat rails (Fig. 25-2, item 3) from behind to the very fwd position to stops.
- e) Check free movement of seat in rails (3).
- f) Screw bolts (1) provided with washers (2) in and tighten them.

EFFECTIVITY: All



A ... slide fitting with locking mechanism

- 1 ... bolt
- 2 ... washer
- 3 ... rail
- 4 ... slide bushing
- 5 ... slide block
- 6 ... bolt
- 7 ... washer
- 8 ... washer

Fig. 25-2 Fwd seat installation

EFFECTIVITY: All

25-10-00

page 25 - 5
2011-02-02

APPROVED REPAIRS

REPAIRS OF FWD SEATS AND SAFETY BELTS

1. Seats

Fault	Remedy
1) Cracks in welds.	Grind the cracks in with needed for welding and weld them. Repair defective paint (subsection 51-72-00).
2) Cracks in parts that are not welded.	Replace cracked parts.
3) Corrosion.	Remove corrosion with emery paper and repair defective painting (subsection 51-72-00).

2. Safety belts

Fault	Remedy
1) Improper operation of safety belt lock.	Let the safety belt repaired by safety belt manufacturer.
2) Worn out or otherwise defective straps of safety belts.	

REAR SEATS

DESCRIPTION AND OPERATION

Rear seats (Fig. 25-3) are fixed (solid). The rear seats as well as fwd seats are equipped with 5 position height adjustable headrests. The headrest resetting is made by pulling or pushing upon headrest according to direction of desired setting.

Rear seats are equipped with the same safety belts than fwd seats (Fig. 25-1, item 3). Procedure for locking and unlocking is same as for safety belts of fwd seats (section 25-10-00).

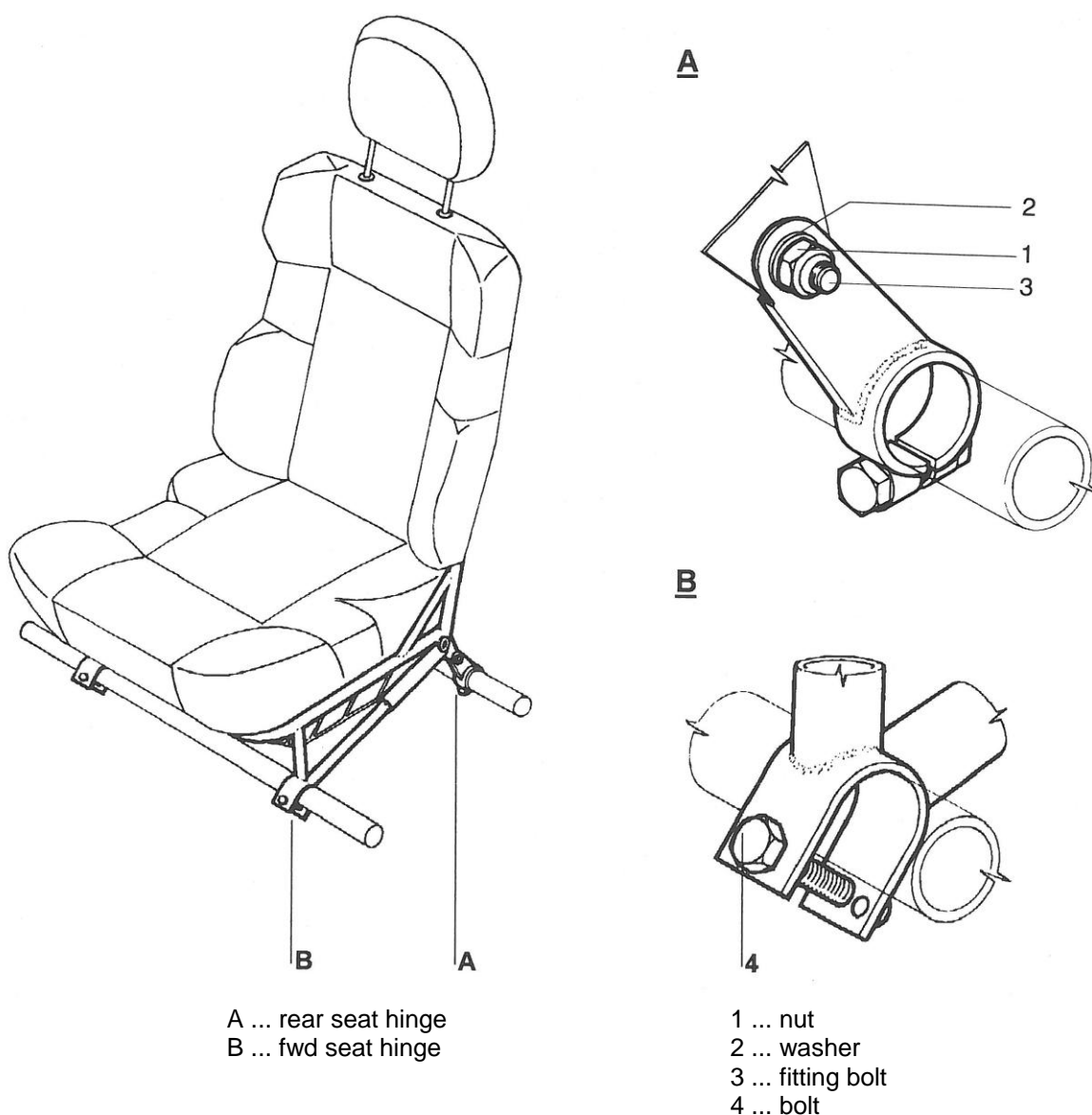


Fig. 25-3 Rear seat installation

EFFECTIVITY: All

25-20-00

page 25 - 7
2011-02-02

MAINTENANCE

REMOVAL / INSTALLATION

REMOVAL OF REAR SEATS AND SAFETY BELTS

Recommendation

Lock manual airplane control by latch before seat removal (section 27-70-00).
Remove rear seats after the removal of fwd seats.

1. Removal of rear seats

(procedure of rear left and right seats removal is the same)

- a) Remove seat from rear hinges (Fig. 25-3, item A)
 - unscrew nut (1)
 - remove washer (2)
 - slide fitting bolts (3) from the hinges.
- b) Remove seat from fwd hinges (item B)
 - unscrew bolts (4).
- c) Tilt seat fwd, pull it from the hinges upward and remove it from the cockpit.

2. Removal of safety belts

(procedure of rear left and right safety belts removal is the same)

- c) Unscrew bolts (Fig. 25-2, item 6).
- d) Remove washers (7; 8).

INSTALLATION OF REAR SEATS AND SAFETY BELTS

1. Installation of safety belts

- c) Provide bolts (Fig. 25-2, item 6) with washers (7) console of safety belt and washer (8).
- d) Screw bolts (6) into the holes of seat.

Recommendation

Lock manual airplane control by latch before seat removal (section 27-70-00).
Install rear seats before the installation of fwd seats.

2. Installation of rear seats

(procedure of rear left and right seats installation is the same)

- a) Fit the rear seat tilted fwd with its fwd hinges (Fig. 25-3, item B) upon the airframe bracing tube.
- b) Tilt the seat to the rear hinges (item A) and insert, while swinging the seat lightly, the fitting bolts (3) into the rear hinges.
- c) Provide screws (3) with washers (2) and screw the nuts (1) upon bolts.
- d) Screw bolts (4) into the fwd hinges.

EFFECTIVITY: All

APPROVED REPAIRS

REPAIRS OF REAR SEATS AND SAFETY BELTS

The repair procedure of rear seats and rear seat safety belts is similar to that of fwd seats and fwd seat safety belts issued in section 25-10-00.

EFFECTIVITY: All

25-20-00

page 25 - 9
2011-02-02

CARGO BAYS

DESCRIPTION AND OPERATION

CAUTION

FIX BAGGAGE (CARGO) TO BAY FLOOR BY BELTS AND NET TO PREVENT THEIR UNCONTROLLED MOVEMENT.

OVERALL WEIGHT OF BAGGAGE IN UPPER AND BOTTOM BAGGAGE COMPARTMENT SHOULD NOT EXCEED 60 kg (162 lb).

The airplane features upper and lower cargo bays.

The upper cargo bay is behind rear seat headrests. It is accessible from the airplane cockpit and serves for cabin baggage with overall weight to 20 kg (44 lb)

The lower cargo bay is behind the rear seat backrests. It is accessible through locked access door in fuselage port side. It is determined for overall weight of 60 kg (132 lb) – 30 kg (66 lb) upon left floor and 30 kg (66 lb) upon right floor.

SURVIVAL MEANS

DESCRIPTION AND OPERATION

ELT (optionally)

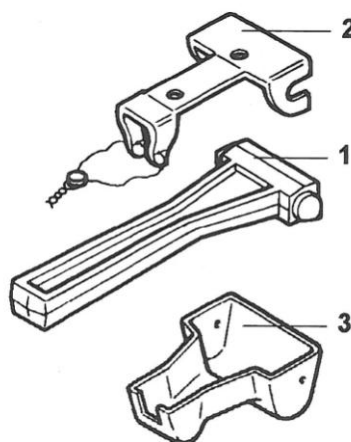
The ELT serves for airplane position determination after emergency or crash landing. The ELT operation initiates automatically, but it may be initiated directly manually or by means of cockpit remote control. It is recommended to remove the ELT after the crash from the airplane (subsection 23-11-00) and use it as portable unit.

COCKPIT CANOPY JETTISONING

The canopy jettisoning enables airplane bail out in flight, escape of airplane after emergency landing when the airplane deformation disables standard cockpit opening or in other emergency cases. The description and operation of canopy jettisoning are issued in section 52-20-00.

CRASH HAMMER

The crash hammer is determined for breaking the canopy glazing in case the canopy cannot be opened or jettisoning. The crash hammer is fixed in holder (Fig. 25-4, item 2) upon upper frame of canopy. It is covered with cover and locked by 85 to 95 N (19-21 lbs) strength thread provided with seal.



- 1 ... crash hammer
- 2 ... crash hammer holder
- 3 ... crash hammer cover

Fig. 25-4 Crash hammer

FIRST AID KIT

The first aid kit is placed in frame between rear seats.

EFFECTIVITY: All

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