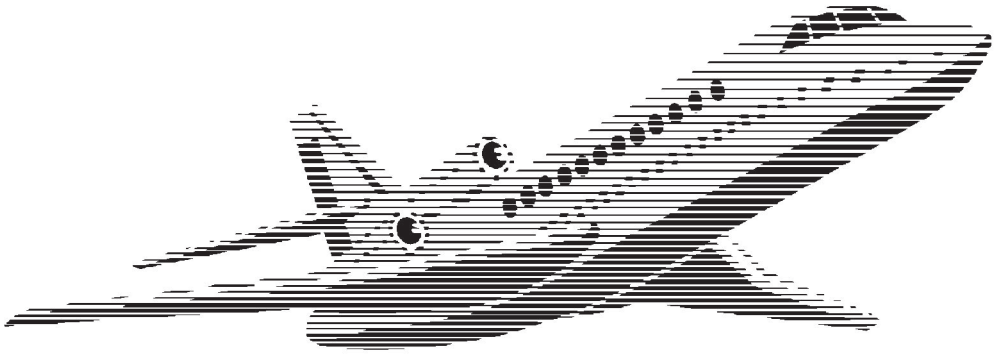
FALCON 900EX EASy
FALCON 900LX
FALCON 900DX



MAINTENANCE MANUAL
CHAPTER 5-40

AIRWORTHINESS LIMITATIONS

ORIGINAL – November 2003
REVISION 15 – September 2023

DGT 113875 -PUB 484 or 485

INFORMATION TO OPERATORS

Please find enclosed Revision No. 15 of Chapter 5-40.

Modifications and corrections contained in this revision are:

- Section B.4. List of units:
  Sentence removed to be in accordance with MPD, no technical change.

- Section G.:
  New wording, sentence added on old classification to 5 digits, no technical change.

AMM maintenance task or operation code number	AMM maintenance task or operation title	Effectivity	Update description
57-00-00-210-801-03 57-000	GENERAL VISUAL INSPECTION OF THE WINGS - LH WING ANTI-ICING SYSTEM		TASK CREATED AT 26M
57-00-00-210-801-04 57-000	GENERAL VISUAL INSPECTION OF THE WINGS - RH WING ANTI-ICING SYSTEM		TASK CREATED AT 26M

This document is divided into 7 paragraphs:

A. History of revision
B. General
C. Corrosion Prevention Control Program
D. Instructions for CPCP
E. Notes
F. Airframe components with limited service life
G. Mandatory maintenance operations

A. HISTORY OF REVISION

Approved by the E.A.S.A.
Date of approval:
- **Original edition** DGT 620 § 5-40: November 13, 2003
- **Revision 1** DGT 620 § 5-40: EASA approved under EASA.A.C.02408 on November 28, 2005
- **Revision 2** DGT 620 § 5-40: EASA approved under EASA.A.A.01178 on June 8, 2006
- **Revision 3** DGT 113875 supersedes DGT 620 § 5-40: EASA approved under EASA.A.C.08785 on May 28, 2008
- **Revision 4** DGT 113875

This revision 4 is the compilation of the following EASA approved changes, with no further technical change:
· Temporary Revision 01, EASA approved under EASA.A.C.11570 on January 26, 2009
· Temporary Revision 02, EASA approved under EASA.A.C.11441 revision 1 on February 02, 2009
The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5005. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: November 16, 2009.
- **Revision 5** DGT 113875

This revision 5 is the compilation of the following EASA changes, with no further technical change:
· Change proposal 03, EASA approved under 10029544 on March 31, 2010
· Change proposal 04, EASA approved under change reference M5281
The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5024. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: July 19, 2010.
- **Revision 6** DGT 113875

This revision 6 is the compilation of the following EASA changes, with no further technical change:
· Change proposal 05, EASA approved under change reference M5666
The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5025. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: May 30, 2011.
- **Revision 7** DGT 113875:

This complete revision 7 is the renumbering of tasks, the presentation of the chapter and the introduction of the Corrosion Prevention Control Program.
The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5041. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: October 31, 2012

- **Revision 8** DGT 113875:
This revision 8 is the compilation of the following EASA changes, with no further technical change:
· Change proposal 08, EASA approved under change reference M5778
· Change proposal 09, EASA approved under change reference M5844
The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5085. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: December 01, 2014.
- **Revision 9** DGT 113875:
This revision 9 is the compilation of the following EASA changes, with no further technical changes:
  - CP 0011, EASA approved under change reference M5931

The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5107. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: March 31, 2016
- **Revision 10** DGT 113875:
This revision 10 is the compilation of the following EASA changes, with no further technical changes:
  - CP014, EASA approved under change reference M5988
  - CP016, EASA approved under change reference M6002

The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5122. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: November 30, 2017
- **Revision 11** DGT 113875:
- This revision is the compilation of the following changes approved under DOA EASA.21J051 authority , with no further technical changes :
  - LSA-CP0067: LSA data impact related to 5-40 update.

The technical content of this revision is approved under DOA EASA.21J051 authority by reference R5126. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this Chapter 5-40: November 30.2018.
- **Revision 12** DGT 113875:
- This revision is the compilation of the following changes approved under DOA EASA.21J051 authority , with no further technical changes :
  - CP007, EASA approved under change reference M5775
  - LSA-CP0070 and LSA-CP0097: LSA data impact related to 5-40 update.

The technical content of this revision is approved under DOA EASA.21J051 authority by reference R5137. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this Chapter 5-40: November 30.2019.

- **Revision 13** DGT 113875:
This revision is the compilation of the following changes approved under DOA EASA.21J051 authority, with no further technical changes:

- LSA-CP0098 and LSA-CP0129: LSA data impact related to 5-40 update.

The technical content of this revision is approved under DOA EASA.21J051 authority by reference R5151. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this Chapter 5-40: November 15.2021.

- **Revision 14** DGT 113875:
The technical content of this document is approved under the authority of the DOA ref. EASA.21J.051. Reference for Rev 14 is R5156. This approval means that the revision has been prepared exclusively with already EASA approved data (no technical change) and is released under DOA procedures.
Effective date of this Chapter 5-40: November 15.2022.

- **Revision 15** DGT 113875:
This revision is the compilation of the following EASA approved changes, with no further technical changes:

- LSA-CP0159 – LSA data impact related to modification Ch 5-40 – LSA data impact related to 5-40 update linked to TOME III 5467 – LH wing anti-ice duct cracked (F2000).

The technical content of this document is approved under the authority of the DOA ref. EASA.21J.051. Reference for Rev 15 is R5161. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this Chapter 5-40: November 15, 2023.

B. GENERAL

This document is applicable to FALCON 900EX EASy A/C S/N 97, 120 to 600 and FALCON 900DX A/C S/N 601 and up.

This section contains instructions pertaining to Airworthiness (refer to JAR 25-1529 Appendix H, paragraph H25-4 and at change 13). These instructions apply to components and systems designed and approved by DASSAULT AVIATION and included in the aircraft type design. This section contains instructions pertaining to Airworthiness of aircraft and Safe Life limitations, until the Design Service Goal (20,000 flights/30,000 flying hours).

The tasks and intervals specified are mandatory and cannot be changed, escalated, or deleted without the concurrence of the responsible Aircraft Certification Office.

With respect to the Airworthiness of the aircraft, this section is subject to approval by the European Aviation Safety Agency (E.A.S.A.).

For U.S. Registered aircraft, the Airworthiness Limitations section specifies maintenance required under part 43 and part 91 of the Federal Aviation Regulations, unless an alternative program has been F.A.A. approved.

Evaluations and reasons for Airworthiness limitations do not take into account the influence of modifications not approved by DASSAULT AVIATION such as STC, PMA (Part Manufacturer Approval), etc.

1. Definition of a Standard Aircraft

This program is defined for a "STANDARD AIRCRAFT" as defined below.
For non-standard aircraft, this program needs to be adapted with Instructions for Continued Airworthiness developed to cover the non-standard features (STC, repairs, operating conditions, ...).

1.1. Standard Aircraft Primary structure must be entirely identical to DASSAULT AVIATION type design:

Condition of the primary structure of a standard aircraft has to correspond to definition at aircraft delivery:

- which can be supplemented by the DASSAULT AVIATION Service Bulletins incorporated on aircraft,
- which must have incorporated the applicable mandatory Service Bulletins.

An aircraft cannot be considered as a standard aircraft if its primary structure has been changed by an STC or repaired through a definition not reviewed by DASSAULT AVIATION in the frame of the applicability of these instructions.

1.2. Aircraft operations should be close to the fatigue load spectrum defined during type certification. This spectrum corresponds to public or private transport defined by short, middle and long distance flights.

When types of mission listed hereafter are performed on a regular basis, the aircraft can not be considered as a Standard Aircraft:

- Low altitude search and rescue flights.
- Target towing and transport of under wing stores.
- Scientific research.
- Cargo transport.
- Flight training.
- Other types of operation than normal passenger transport.

1.3. Maintenance must have been performed in accordance with either:

- Maintenance Manual and Structural Repair Manual (formerly Maintenance and Repair Instructions) recommended by DASSAULT AVIATION,
  or
- Approved maintenance procedures.

2. Important

These instructions must mandatorily be complied with by the operators.
Failure to comply with these instructions will lead to the immediate suspension of the Airworthiness certificate.
The mandatory nature of these instructions does not in any way reduce the importance of the other tasks listed in the Recommended Maintenance Program which must be performed in agreement with the national Airworthiness Authorities.
The mandatory maintenance operations time limits given in section 5-40 correspond to results obtained from computations.

The section 5-40 gives mandatory time limits. In order to help operators planning maintenance program and to reduce grounding time due to scheduled maintenance, these mandatory maintenance operations are also listed in sections 5-10 or 5-20 with recommended periodic values lower than or equal to the mandatory time limits corresponding to aircraft inspections (A, B, C, etc.) or expressed as a number of flights, hours, landings or calendar.

The time base to be taken into account for equipment is defined in section 5-20-00 and the date of origin to be taken into account for aircraft maintenance operation is defined in section 5-10- 00.

An operation required in section 5-40 may not necessarily have to be performed, provided it was previously performed during an inspection required in sections 5-10 or 5-20.

3. Updating of 5-40 sections

When a new maintenance operation is added due to a revision of Chapter 5-40, this operation must be performed when the time at which it is scheduled falls due, unless otherwise specified. When the aircraft inspection has two limits (i.e. 7500 landings or 12 years), the due time will be whichever is reached first.

4. List of units

The units and their equivalent abbreviations used in this document are listed hereafter:

- LDG: landings
- Y: Years
- M: Months
- FH: Flight Hour
- FC: Flight Cycle

C. CORROSION PREVENTION CONTROL PROGRAM

NOTE: Refer to chapter 05-15 for definitions of Level 1, 2 and 3 corrosion.

A CPCP is a systematic approach for controlling corrosion in the airplane's primary structure. It is a program of maintenance tasks designed to control an aircraft structure to Corrosion level 1 or better (Chapter 05-15 and EASA AMC 20-20 provide further details).
During the whole life of the aircraft, the operator is required to maintain the aircraft structure to level 1 of corrosion or better on Principal Structural Element (PSE, Ref. to list in SRM number 51-00-02 RPI).
In order to control the aircraft structure to corrosion level 1 or better on PSEs, the operator must implement a CPCP into his respective maintenance program.
As a guideline to help operator to implement a CPCP, DASSAULT AVIATION provides a chapter 5-15 (baseline) which compiles all the DASSAULT AVIATION maintenance recommendations (inspections and their thresholds) required for a standard aircraft. All these chapter 5-15 operations are scheduled in Chapter 5.10 and 5.20 *(If the operator's maintenance program is compliant with chapter 5-10 and chapter 5-20 operations and intervals, it is compliant with the chapter 5-15 recommendations*).

In accordance with the airworthiness mandate for CPCP inclusion in the operator's maintenance program, it is the operator's responsibility to take into account ' non standard ' features, such as STC's, repairs,…etc., and add appropriate supplemental CPCP instructions for continued airworthiness to his specific maintenance program.
DASSAULT AVIATION is responsible for monitoring the effectiveness of the Baseline Program and the pertinence of the inspection threshold and, if necessary, to define changes based on analysis of the operators reported findings.

D. INSTRUCTIONS FOR CPCP

Operators are mandated to report any finding affecting a PSE to DASSAULT AVIATION when corrosion level 2 or 3 is found. This will allow DASSAULT AVIATION to justify periodicity changes and to publish updates of the baseline CPCP.

NOTE: Reporting of Level 1 corrosion that is recurrent in the same location or nil finding is also of interest to DASSAULT AVIATION and should be reported to assist in understanding the aging of the fleet and the possible need for escalation or alleviation of maintenance program.

E. NOTES

The following notes are the notes used in this document:

NOTE (1): Reserved

NOTE (2): Reserved

NOTE (3): Operation covered by structural inspections 55-00-00-210-801- TSK and 57-00- 00-210-801- TSK scheduled every 24 M.

NOTE (4): This task must be performed on components. The value of the interval given for each component considers its cumulated presence on one or several aircraft. Unless specified (APU-H for example), the unit of the interval is expressed in measurable aircraft level figures (aircraft flight hours, aircraft cycles or age) and not in component operating time.

F. AIRFRAME COMPONENTS WITH LIMITED SERVICE LIFE

The components with limited service life are listed in the tabular form as follows:

- Column 1: Component Functional Index (CFI): Index that allows search throughout the maintenance documentation, and for electrical components it is also the electrical index.
- Column 2: Part Numbers (P/N): The task is applicable only to the listed P/Ns. Note: A P/N in the list may not be applicable to your aircraft. Refer to the IPC for this information.
- Column 3: Limited service life: threshold at which the task has to be performed.
- Column 4: Remark: Note or comment related to the procedure/operation or its interval. The numbered notes are listed in § Notes
- Column 5: Scheduled maintenance task number, may be either:
    - A task number (12 digits), in accordance with the AMM tasks numbering system. In this case, the whole task (all operations of the task) must be performed at the required interval.
    - An operation number (14 digits), the first 12 digits being the AMM tasks number. In this case, only the operation codes listed have to be performed at the required interval.
- Column 6: Task title: Description of the task or the operation in accordance with the AMM.

32: LANDING GEAR					
Component Functional Index	**P/N**	**Limited service life**	**Remark**	**Scheduled maintenance task number**	**Title / Operation**
L2GF - LH MLG leg	P/N D22801500-X	20000 LDG	See note (4)	32-11-00-960-801-01	REPLACEMENT OF THE MLG LEGS (DISCARD OF LIFE LIMITED PARTS) - LH MLG LEG (L2GF)
R2GF - RH MLG leg	P/N D22802500-X	20000 LDG	See note (4)	32-11-00-960-801-02	REPLACEMENT OF THE MLG LEGS (DISCARD OF LIFE LIMITED PARTS) - RH MLG LEG (R2GF)
3GF - NLG leg	P/N D22811500-X	20000 LDG	See note (4)	32-21-00-960-801-01	REPLACEMENT OF THE NLG LEG (DISCARD OF LIFE LIMITED PARTS) - NLG LEG (3GF)

G. MANDATORY MAINTENANCE OPERATIONS

The mandatory maintenance operations to be performed are listed in the tabular form as follows:

- Column 1: Scheduled maintenance task number, may be either:
  - A task number (12 digits), in accordance with the AMM tasks numbering system. In this case, the whole task (all operations of the task) must be performed at the required interval.
  - An operation number (14 digits), the first 12 digits being the AMM tasks number. In this case, only the operation codes listed have to be performed at the required interval.
  - The previous numbering (5 digits), if existing, is indicated under the AMTOSS number, as it may be called in some old documents.
- Column 2: Origin : The origin of these mandatory maintenance operations can be
  - Operations resulting from fatigue tests and damage tolerance calculations – identified by "FD": Fatigue and Damage.
  - Operations resulting from the certification maintenance requirements - identified by "CMR".
  - Operations resulting from aircraft utilization identified by "FDBCK": in service FeeDBaCK.
  - Operations resulting from Airworthiness limitation identified by "ALI".
- Column 3: Task title: Description of the task or the operation in accordance with the AMM.
- Column 4: First inspection: The task must have been performed no later than this maximum limit.
- Column 5: Interval: The task must be repeated no later than this maximum interval thereafter.
- Column 6: Remark: Note, comment or effectivity related to the procedure/operation or its interval. The numbered notes are listed in § Notes

21: AIR CONDITIONING					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
21-32-06-200-801-03 21-314	CMR	INSPECTION / CHECK OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - CHECK OF OVERPRESSURE TIGHTNESS OF ELECTROPNEUMATIC VALVE (4HP)	1640 FH	1640 FH	See note (4)
21-32-06-200-801-04 21-314	CMR	INSPECTION / CHECK OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - CHECK OF OVERPRESSURE TIGHTNESS OF PNEUMATIC VALVE (5HP)	1640 FH	1640 FH	See note (4)
21-32-06-200-801-05 21-314	CMR	INSPECTION / CHECK OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - CHECK OF OVERPRESSURE RELIEF VALVE VACUUM SUPPLY LINES (975HP) AND (976HP)	7500 FH	7500 FH	See note (4)
21-32-06-720-801	CMR	FUNCTIONAL TEST OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES	8860 FH	8860 FH	See note (4)

23: COMMUNICATIONS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
23-11-17-710-801 23-110	CMR	OPERATIONAL TEST OF THE "VHF 1 EMERG" RADIO TUNING SWITCH	1640 FH	1640 FH	
23-50-00-710-802 23-503	CMR	OPERATIONAL TEST OF THE "BKUP" AUDIO BUTTON	1640 FH	1640 FH	

27: FLIGHT CONTROLS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
27-00-00-220-801 27-003	CMR	VISUAL INSPECTION OF FLIGHT CONTROL HYDRAULIC COMPONENTS FOR EXTERNAL LEAKS	4000 FH	4000 FH	See note (3)
27-00-00-720-804 27-009	CMR	CHECK OF THE AUXILIARY AFU NON-DISCONNECTION	10000 FH	10000 FH	
27-14-05-720-801 27-104	CMR	FUNCTIONAL TEST OF THE ROLL TRIM CONTROL SAFETY RELAYS	20000 FH	20000 FH	
27-22-01-350-801-01	CMR	RESTORATION OF THE RUDDER SERVO-ACTUATOR (FUNCTIONAL TEST) - RUDDER SERVO-ACTUATOR (571CC)	4000 FH	4000 FH	See note (4)
27-24-05-720-802 27-206	CMR	FUNCTIONAL TEST OF THE YAW TRIM CONTROL SAFETY RELAYS	20000 FH	20000 FH	
27-32-01-350-801-01	CMR	RESTORATION OF THE ELEVATOR SERVO-ACTUATOR (FUNCTIONAL TEST) - ELEVATOR SERVO-ACTUATOR (522CW)	14000 FH	14000 FH	See note (4)
27-40-15-710-801 27-411	CMR	OPERATIONAL TEST OF THE HS EMERGENCY TRIM CONTROL RELAY	16000 FH	16000 FH	
27-40-17-720-801 27-405	CMR	FUNCTIONAL TEST OF THE HORIZONTAL STABILIZER RELAY BOX	5000 FH	5000 FH	
27-50-00-720-802 27-502	CMR	FUNCTIONAL TEST OF THE FLAP ASYMMETRY DETECTION SYSTEM	450 FH	450 FH	
27-53-01-350-801-01	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - LH OUTBOARD FLAP SCREW JACK (L502CG)	4500 LDG	4500 LDG	P/N 1-5319-3 See note (4)

27: FLIGHT CONTROLS					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
27-53-01-350-801-02	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	3500 LDG	3500 LDG	P/N 5318-3 See note (4)
27-53-01-350-801-03	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	3500 LDG	3500 LDG	P/N 5318-3 See note (4)
27-53-01-350-801-04	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	3500 LDG	3500 LDG	P/N 5318-3 See note (4)
27-53-01-350-801-05	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	3500 LDG	3500 LDG	P/N 5318-3 See note (4)
27-53-01-350-801-06	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - RH OUTBOARD FLAP SCREW JACK (R502CG)	4500 LDG	4500 LDG	P/N 2-5319-3 See note (4)
27-53-01-720-803-01 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH OUTBOARD FLAP SCREW JACK (L502CG)	3000 LDG	450 FH	P/N 1-5319-3 See note (4)
27-53-01-720-803-02 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	3000 LDG	450 FH	P/N 5318-3 See note (4)
27-53-01-720-803-03 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	3000 LDG	450 FH	P/N 5318-3 See note (4)
27-53-01-720-803-04 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	3000 LDG	450 FH	P/N 5318-3 See note (4)
27-53-01-720-803-05 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	3000 LDG	450 FH	P/N 5318-3 See note (4)

27: FLIGHT CONTROLS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
27-53-01-720-803-06 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH OUTBOARD FLAP SCREW JACK (R502CG)	3000 LDG	450 FH	P/N 2-5319-3 See note (4)
27-61-00-720-801 27-610	CMR	FUNCTIONAL TEST OF THE AUTOMATIC AIRBRAKE EXTENSION CIRCUIT ("BSCU HARDWARE" RELAY)	650 FH	650 FH	
27-61-00-720-802 27-611	CMR	FUNCTIONAL TEST OF THE AUTOMATIC AIRBRAKE EXTENSION CIRCUIT ("LH THROTTLE" and "RH THROTTLE" RELAYS)	650 FH	650 FH	
27-61-00-720-803-01 27-612	CMR	FUNCTIONAL TEST OF THE AUTOMATIC AIRBRAKE EXTENSION CIRCUIT ("BSCU SOFTWARE" RELAY) - SOFTWARE RELAYS OF AUTO AIRBRAKE PCB (15CD)	1240 FH	1240 FH	
27-61-00-720-803-02 27-612	CMR	FUNCTIONAL TEST OF THE AUTOMATIC AIRBRAKE EXTENSION CIRCUIT ("BSCU SOFTWARE" RELAY) - BYPASS DIODES (22CD) AND (23CD)	1240 FH	1240 FH	[F900EX EASy] A/C with SB F900EX-414 or M5710
27-61-00-720-806 27-615	CMR	FUNCTIONAL TEST OF THE AUTOMATIC AIRBRAKE EXTENSION CIRCUIT (MONITORING SYSTEM)	650 FH	650 FH	
27-80-00-710-809	CMR	OPERATIONAL TEST OF SLAT STALL 1 AND STALL 2 FUNCTIONS	1840 FH	1840 FH	First inspection to be performed at the next B inspection from effective date of chapter 5-40 DGT 113875 revision 8
27-80-00-720-801-02 27-803	CMR	FUNCTIONAL TEST OF THE SLATS - AUTOMATIC MODE	1840 FH	1840 FH	For this task, the time base of the first inspection to be taken into account is the effective date of AFM DGT84972 revision 14

28: FUEL					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
28-21-13-710-801-01 76-200	CMR	OPERATIONAL TEST OF THE FUEL SHUT-OFF VALVES - BP 1 MANIFOLD ENGINE SOV (L321WB)	11600 FH	11600 FH	
28-21-13-710-801-02 76-200	CMR	OPERATIONAL TEST OF THE FUEL SHUT-OFF VALVES - BP 2 MANIFOLD ENGINE SOV (M321WB)	11600 FH	11600 FH	
28-21-13-710-801-03 76-200	CMR	OPERATIONAL TEST OF THE FUEL SHUT-OFF VALVES - BP 3 MANIFOLD ENGINE SOV (R321WB)	11600 FH	11600 FH	

31: INDICATING - RECORDING SYSTEMS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
31-60-00-710-801-20	CMR	OPERATIONAL TEST OF THE CENTRAL DISPLAY SYSTEM (CDS) - TEST OF THE CURSOR CONTROL DEVICE AND REVERSION COMMANDS	1640 FH	1640 FH	

34: NAVIGATION					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
34-21-00-700-801-01 34-209	CMR	CHECK OF THE GENERAL-PURPOSE BUSES TO THE INERTIAL REFERENCE SYSTEM (IRS) - IRU 1	5000 FH	5000 FH	
34-21-00-700-801-02 34-209	CMR	CHECK OF THE GENERAL-PURPOSE BUSES TO THE INERTIAL REFERENCE SYSTEM (IRS) - IRU 2	5000 FH	5000 FH	

35: OXYGEN					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
35-20-00-720-801 35-200	CMR	FUNCTIONAL TEST OF THE PASSENGER OXYGEN SYSTEM	1640 FH	1640 FH	

36: PNEUMATIC					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
36-00-01-710-802	CMR	OPERATIONAL TEST OF ARINC LINK BETWEEN BASC AND MAU	9000 FH	9000 FH	

52: DOORS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
52-20-00-610-801-01 52-205	CMR	SERVICING OF THE EMERGENCY EXIT DOOR - TEST OF THE EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE CABIN	24 M	24 M	
52-30-00-710-801 52-302	CMR	CHECK OF BAGGAGE COMPARTMENT DOOR MECHANISM	8000 FH	8000 FH	

53: FUSELAGE					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
53-00-00-200-803 53-025	FD	INSPECTION OF THE FUSELAGE SKIN - FRAME 4 TO FRAME 30	11250 FC	3750 FC	
53-00-00-270-803	FD	SPECIAL DETAILED INSPECTION OF DECOMATIC SCREWS IN FUSELAGE AREA	3750 FC	3750 FC	[F900EX EASy] A/C 303-311
53-10-00-200-810-01 53-024	FD	INSPECTION OF THE FUSELAGE SKIN - FRAME 0 TO FRAME 4 - GENERAL VISUAL INSPECTION	7500 FC	3750 FC	
53-10-00-200-810-02 53-024	FD	INSPECTION OF THE FUSELAGE SKIN - FRAME 0 TO FRAME 4 - DETAILED INSPECTION IN SPECIFIC AREAS	11250 FC	3750 FC	
53-10-03-250-801 53-031	FD	SPECIAL DETAILED INSPECTION OF THE PASSENGER DOOR FRAME EDGING	11250 FC	3750 FC	
53-10-11-250-801 53-052	FD	SPECIAL DETAILED INSPECTION OF THE SPLICE AT FRAME 11	11250 FC	7500 FC	[F900DX]
53-30-00-250-801 53-028	FD	EDDY-CURRENT INSPECTION OF THE EMERGENCY EXIT DOOR FRAME ROUNDED ANGLES	3750 FC	3750 FC	
53-30-00-250-802 53-027	FD	EDDY CURRENT INSPECTION OF THE SKIN PANELS AROUND CABIN WINDOW CUT-OUTS	7500 FC	3750 FC	
53-41-00-220-802 53-023	FD	DETAILED INSPECTION OF THE LOWER WING ROOT BOLT RECESSES	11250 FC	7500 FC	

53: FUSELAGE					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
53-50-00-220-803 53-013	FDBCK	DETAILED INSPECTION OF THE BAGGAGE COMPARTMENT	3750 FC	3750 FC	At the effective date of chapter 5-40 DGT 113875 revision 9, comply with the next C check.
53-50-00-220-807	FDBCK	DETAILED INSPECTION OF THE FRAME 30 UPPER PART	5000 FC	3750 FC	

55: STABILIZERS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
55-10-00-270-801 55-002	FD	ULTRASONIC INSPECTION OF THE HORIZONTAL STABILIZER HINGE FITTINGS	11250 FC	3750 FC	
55-10-31-220-801 55-501	FD	DIMENSIONAL CHECK OF HORIZONTAL STABILIZER REAR HINGE BUSHINGS	3750 FC	3750 FC	Refer to French D.G.A.C. A.D. N°. 97-370-020
55-10-39-220-801 55-003	FD	DETAILED INSPECTION OF THE HORIZONTAL STABILIZER ACTUATOR ATTACHMENT FITTINGS AND PINS	11250 FC	3750 FC	
55-30-00-270-801 55-004	FD	ULTRASONIC INSPECTION OF THE VERTICAL STABILIZER / STUB ATTACHMENTS	11250 FC	3750 FC	

57: WINGS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
57-00-00-210-801-03 57-000	FDBCK	GENERAL VISUAL INSPECTION OF THE WINGS - LH WING ANTI-ICING SYSTEM	26 M	26 M	
57-00-00-210-801-04 57-000	FDBCK	GENERAL VISUAL INSPECTION OF THE WINGS - RH WING ANTI-ICING SYSTEM	26 M	26 M	
57-00-00-210-802	FD	GENERAL VISUAL INSPECTION OF THE WINGLET TO WING ATTACHMENT	11250 FC	7500 FC	[F900EX EASy] A/C with Winglets and with M5626
57-00-00-210-803	FD	GENERAL VISUAL INSPECTION OF DECOMATIC SCREWS IN WING AREA	3750 FC	3750 FC	[F900EX EASy] A/C 303-311
57-10-01-210-801 57-008	FD	GENERAL VISUAL INSPECTION OF THE WING LOWER PANELS	11250 FC	3750 FC	
57-10-01-220-802	FD	DETAILED INSPECTION OF THE WING LOWER PANEL AT STRAP END TERMINATION	6892 FC	3750 FC	[F900EX EASy] A/C with Winglets
57-10-01-250-801	FD	SPECIAL DETAILED INSPECTION OF THE REMOVABLE PANEL TO REAR PANEL SPLICING AT RIB 17	11250 FC	3750 FC	[F900EX EASy] A/C with Winglets

57: WINGS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
57-10-01-250-803	FD	SPECIAL DETAILED INSPECTION OF THE WING LOWER PANEL AT RIB 17 JUNCTION AND PANEL SPLICING AT RIB 17	7500 FC	3750 FC	[F900EX EASy] A/C with Winglets
57-10-14-220-801 57-060	FD	DETAILED INSPECTION OF THE WING FRONT SPAR FROM ROOT TO RIB 17 EXCEPT RIB 6 TO RIB 9	11250 FC	7500 FC	[F900EX EASy] A/C without Winglets
57-10-14-220-801 57-060	FD	DETAILED INSPECTION OF THE WING FRONT SPAR FROM ROOT TO RIB 17 EXCEPT RIB 6 TO RIB 9	11250 FC	7500 FC	[F900DX]
57-10-14-220-802 57-070	FD	DETAILED INSPECTION OF THE WING FRONT SPAR FROM RIB 6 TO RIB 9	11250 FC	3750 FC	[F900EX EASy] A/C without Winglets
57-10-14-220-802 57-070	FD	DETAILED INSPECTION OF THE WING FRONT SPAR FROM RIB 6 TO RIB 9	11250 FC	3750 FC	[F900DX]
57-10-14-220-804	FD	DETAILED INSPECTION OF THE WING FRONT SPAR FROM ROOT TO RIB 7	11250 FC	3750 FC	[F900EX EASy] A/C with Winglets

57: WINGS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
57-10-14-250-801 57-060	FD	SPECIAL DETAILED INSPECTION OF THE WING FRONT SPAR FROM ROOT TO RIB 17 EXCEPT RIB 6 TO 9	11250 FC	7500 FC	[F900EX EASy] A/C without Winglets
57-10-14-250-801 57-060	FD	SPECIAL DETAILED INSPECTION OF THE WING FRONT SPAR FROM ROOT TO RIB 17 EXCEPT RIB 6 TO 9	11250 FC	7500 FC	[F900DX]
57-10-14-250-802 57-070	FD	SPECIAL DETAILED INSPECTION OF THE WING FRONT SPAR FROM RIB 6 TO RIB 9	11250 FC	3750 FC	[F900EX EASy] A/C without Winglets
57-10-14-250-802 57-070	FD	SPECIAL DETAILED INSPECTION OF THE WING FRONT SPAR FROM RIB 6 TO RIB 9	11250 FC	3750 FC	[F900DX]
57-10-14-250-804	FD	SPECIAL DETAILED INSPECTION OF THE WING FRONT SPAR FROM ROOT TO RIB 17, EXCEPT RIB 7 TO 10	11250 FC	3750 FC	[F900EX EASy] A/C with Winglets
57-10-14-250-805	FD	SPECIAL DETAILED INSPECTION OF THE WING FRONT SPAR FROM RIB 7 TO 10	5919 FC	3750 FC	[F900EX EASy] A/C with Winglets

57: WINGS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
57-10-15-220-801 57-090	FD	DETAILED INSPECTION OF THE WING REAR SPAR 1 FROM ROOT TO RIB 3	11250 FC	3750 FC	[F900EX EASy] A/C without Winglets
57-10-15-220-801 57-090	FD	DETAILED INSPECTION OF THE WING REAR SPAR 1 FROM ROOT TO RIB 3	11250 FC	3750 FC	[F900DX]
57-10-15-220-802 57-080	FD	DETAILED INSPECTION OF THE WING REAR SPAR 2 FROM RIB 3 TO RIB 17	11250 FC	7500 FC	[F900EX EASy] A/C without Winglets
57-10-15-220-802 57-080	FD	DETAILED INSPECTION OF THE WING REAR SPAR 2 FROM RIB 3 TO RIB 17	11250 FC	7500 FC	[F900DX]
57-10-15-220-805	FD	DETAILED INSPECTION OF THE WING REAR SPAR FROM RIB 3 TO RIB 17	11250 FC	3750 FC	[F900EX EASy] A/C with Winglets
57-10-15-220-806	FD	DETAILED INSPECTION OF THE WING REAR SPAR 1 FROM ROOT TO RIB 3	7500 FC	3750 FC	[F900EX EASy] A/C with Winglets

57: WINGS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
57-10-15-250-801 57-005	FD	SPECIAL DETAILED INSPECTION OF THE RIB 8 REAR WING SPAR SPLICE PLATE	11250 FC	3750 FC	
57-10-15-250-802 57-090	FD	SPECIAL DETAILED INSPECTION OF THE WING REAR SPAR 1 FROM ROOT TO RIB 3	11250 FC	3750 FC	[F900EX EASy] A/C without Winglets
57-10-15-250-802 57-090	FD	SPECIAL DETAILED INSPECTION OF THE WING REAR SPAR 1 FROM ROOT TO RIB 3	11250 FC	3750 FC	[F900DX]
57-10-15-250-803 57-080	FD	SPECIAL DETAILED INSPECTION OF THE WING REAR SPAR 2 FROM RIB 3 TO RIB 17	11250 FC	7500 FC	[F900EX EASy] A/C without Winglets
57-10-15-250-803 57-080	FD	SPECIAL DETAILED INSPECTION OF THE WING REAR SPAR 2 FROM RIB 3 TO RIB 17	11250 FC	7500 FC	[F900DX]
57-10-15-250-806	FD	SPECIAL DETAILED INSPECTION OF THE WING REAR SPAR FROM RIB 3 TO 17	11250 FC	3750 FC	[F900EX EASy] A/C with Winglets

57: WINGS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
57-10-15-250-807	FD	SPECIAL DETAILED INSPECTION OF THE WING REAR SPAR 1 FROM ROOT TO RIB 3	11250 FC	3750 FC	[F900EX EASy] A/C with Winglets
57-55-21-250-801 57-607	FD	EDDY-CURRENT INSPECTION OF THE FLAP TRACKS 2 AND 5	8855 FC	4770 FC	

71: POWER PLANT					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
71-20-02-250-801 54-004	FD	SPECIAL DETAILED INSPECTION (EDDY CURRENT) OF THE ENGINE 1 AND 3 FRONT MOUNTS	11250 FC	3750 FC	
71-20-07-250-801 54-005	FD	SPECIAL DETAILED INSPECTION (EDDY CURRENT) OF THE ENGINE 1 AND 3 REAR MOUNTS	11250 FC	3750 FC	

77: ENGINE INDICATING					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
77-11-00-710-801 77-100	CMR	OPERATIONAL TEST OF THE "ENG 2 FAIL" WARNING INDICATION	1800 FH	1800 FH	

78: EXHAUST					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
78-32-00-760-801 78-316	CMR	TEST OF THE GROUND / FLIGHT RELAY AND TRCU INPUT CIRCUIT	1800 FH	1800 FH	

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