

Project No: **BDHRN002**Job Card No **0052**

Notif.No.: 10049115

Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

A/C Regn: **D-AHRN**

Serial No.: 096

Type: F900EX

Starting Phase: Routine

Starting Work Centre: FALCON A/C TEAM

Job Description: **CHK Fuse Cond/Stream Water Drns**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 53

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 100,200,700**Access Required for this task:**

130A,190AB,193AL,194AR,210A,731AB,741AB,BAG,EMERG,MSD,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069236 Operation: 0010 Phase: Routine - scheduling activity Work Center:FALCON A/C TEAM
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

Defect Card Raised

Components Removed/Installed

	Part Number	Part Name	S/N	Location	Comm. Off/On
OFF					
ON					
OFF					
ON					
OFF					
ON					
OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 53-80-00-200-801

Operator Code: 53-80-00-200-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Work Card No.: **51.010**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 12 2A+ INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012						
Accomplished							

TECHNICIAN SIGNATURE: _____ KIND OF CERTIFICATE & NO.: _____

INSPECTED BY: _____ KIND OF CERTIFICATE & NO.: _____

TECH	INSP	LABOR-HRS HRS.MINS
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**>53-80-00-200-801- CHECK OF THE FUSELAGE CONDENSATION AND STREAM
01 WATER DRAINS**

REMARKS : _____

AMM 53-80-00-200-801

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TASK 53-80-00-200-801

CHECK OF THE FUSELAGE CONDENSATION AND STREAM WATER DRAINS

1. OVERVIEW OF THE JOB

Operation code: 53-80-00-200-801-01

2. LOGISTICS

A. References

Reference	Designation
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS
• 52-10-00-860-801	OPENING / CLOSING OF THE PASSENGER DOOR
• 52-20-01-900-801	REMOVAL / INSTALLATION OF THE EMERGENCY EXIT DOOR
• 52-30-00-860-801	OPENING / CLOSING OF THE BAGGAGE COMPARTMENT DOOR
• 53-11-00-860-801	OPENING / CLOSING OF THE NOSE CONE
• 53-60-01-900-801	REMOVAL / INSTALLATION OF THE FUSELAGE FAIRINGS
• 53-80-09-710-801	OPERATIONAL TEST OF THE "CIRCLE SEAL" AUTOMATIC DRAINS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Energy

- PNEUMATIC

D. Access

Reference	Designation
◆	
• 190AB	REAR LOWER FAIRING
• 193AL	LOWER UNDER-PYLON FAIRING
• 194AR	LOWER UNDER-PYLON FAIRING
• 210A	NOSE CONE
• 713AB	NLG AUXILIARY SHIELD DOOR
• 714AB	NLG MAIN SHIELD DOOR
• 731AB	LH MLG MAIN DOOR
• 741AB	RH MLG MAIN DOOR
• BAG	BAGGAGE COMPARTMENT DOOR
• EMERG	EMERGENCY EXIT DOOR
• MSD	SERVICING COMPARTMENT DOOR
• PAX	PASSENGER DOOR

E. Miscellaneous

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- METAL ROD: 4-MM (0.16 IN) DIA., 100-MM (4 IN) LONG WITH ROUNDED END (LOCAL PROCUREMENT)
- LOW-PRESSURE SOURCE OF COMPRESSED AIR (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

A. Open:

- the nose cone (**210A**) (Refer to **TASK 53-11-00-860-801**),
- the emergency exit door (**EMERG**) (Refer to **TASK 52-20-01-900-801**),
- the passenger door (**PAX**) (Refer to **TASK 52-10-00-860-801**),
- the baggage compartment door (**BAG**) (Refer to **TASK 52-30-00-860-801**),
- the servicing compartment door (**MSD**),
- the main landing gear doors (**731AB**) and (**741AB**) (Refer to **TASK 32-10-00-860-801** , paragraph **"Manual Opening of Main Landing Gear Doors"**).

• ♦

- #### B. Remove the fairings (**190AB**), (**193AL**) and (**194AR**) (Refer to **TASK 53-60-01-900-801** , paragraph **"Removal"**).

4. AUTOMATIC FLAPPER DRAINS

Refer to **fig. 1** and **fig. 2**

A. Gain access to the automatic flapper drains:

- the automatic flapper drains at frame 4: direct access on fuselage skin (**fig. 1** detail A),
- the passenger door automatic flapper drains at the bottom of door structure, on frame 7 side: accessible when the door is open (11, detail A-fig. 2),
- the automatic flapper drain at frame 8: direct access on fuselage skin (**fig. 1** detail A).

- #### B. Check the automatic flapper drains for correct operation by blowing air through the external port of each drain, using a source of compressed air set to 1 ± 0.1 bar (14.5 ± 1.15 psi). The air flowing freely through the drain indicates that the drains are open.

If a water flow is observed for more than 1 minute, inspect the underfloor area to find the cause of the water leakage.

NOTE: The flapper drains or the "circle seal" drains should remain open as long as the A/C is not pressurized.

Operation of the drains can also be checked when checking cabin pressurization, except for the passenger door flapper drains. An air flow should be observed at the start of cabin pressurization before automatic closing of the flapper drains.

5. DRAIN PORTS

Refer to **fig. 1**, **fig. 2**, **fig. 3** and **fig. 5**

- #### A. Visually, or using a 4-mm (0.16 in) dia., 100-mm (4 in) long metal rod, check that the drain ports located in the areas listed below are not clogged.

If a water flow is observed for more than 1 minute, inspect the underfloor area to find the cause of the water leakage.

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B. Some drain ports are provided with a duct. Check that the ducts are not clogged by blowing air through each drain port, using a source of compressed air set to 1 ± 0.1 bar (14.5 ± 1.15 psi).

C. Location of the drain ports

(1) Nose cone area (**fig. 1** and **fig. 2**):

- at the base of the nose cone at frame A (6-fig. 1),
- at the nose cone ventilation outlet cover (windshield base) (1-fig. 2),
- at the nose cone lower latches, and on the left of the lower latch located on the left side of the aircraft reference line (3-fig. 2),
- at the windshield wiper fairings, visible when the nose cone (**210A**) is open (4-fig. 2),



- at the nose cone upper latch boxes (5-fig. 2),
- at the opening window track (10-fig. 2).

(2) Passenger door (**PAX**) area (**fig. 2**)

- at the lower recess under the passenger door frame seal, accessible when the door is open (7-fig. 2),
- at the passenger door frame flap (8-fig. 2),
- at the bottom of the passenger door, accessible when the door is open (9-fig. 2),
- at the bottom of the passenger door handle (6-fig. 2).

(3) At the emergency exit door (**EMERG**) and frame (**fig. 5**), accessible when the door is removed.

(4) At the baggage compartment door (**BAG**) and the Mechanic's Servicing compartment Door (**MSD**) and their frames (**fig. 5**), accessible when the doors are open.

(5) Lower fuselage area (**fig. 1**) and (**fig. 3**)

- at the main L/G strut doors and main doors (**731AB**) and (**741AB**) (3-fig. 3),
- at the blanking cover of the main L/G rod attachment point (1-fig. 3),
- at the nose L/G doors (**713AB**) and (**714AB**) (2-fig. 3),
- at the lower fuselage fairings (4-fig. 3),
- at some lower fuselage fairing doors,
- at the APU air intake (6-fig. 3),
- at the turbofan (5-fig. 3).
- at the the baggage compartment (5-fig. 1)

6. DRAINS PROVIDED WITH A PIPE OR DUCT

Refer to **fig. 1**, ◆ , **fig. 3** and **fig. 4**



A. Check that the drain ducts listed in the table below are not clogged.

- (1) If in doubt, blow air through the duct, using a source of compressed air set to 1 ± 0.1 bar (14.5 ± 1.15 psi).
- (2) If still in doubt after this check, perform an operational test (Refer to **TASK 53-80-09-710-801**).

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B. Location of drains provided with a pipe or duct

DESCRIPTION	LOCATION	FIG.
◆	◆	◆
Two Teleforce control pressure seal drains (Fr. 8)	Outlet on the fuselage (one on each side)	Refer to (4-fig. 1)
Two tank pressure seal drains per aileron control (Fr. 14)	Outlet under the fuselage (one on each side)	Refer to (detail B-fig. 1)
One tank pressure seal drain per hydraulic line (Fr. 14)	Outlet under the fuselage through the aileron control LH drain port	Refer to (detail B-fig. 1)
Two structural automatic drains (Fr. 19)	Outlet under the fuselage (one on each side) (Fr. 19)	(fig. 4)
Two tank pressure seal drains per flap control rotating rod (Fr. 21)	Access through the LH and RH main gear wells	Refer to (detail C-fig. 1)
On A/C < 21, two fuel pipe skin double drains at engines 1 and 3 (Fr. 24)	Outlet on each side of the fuselage above the flaps	Refer to (7-fig. 3)
Three structural automatic drains (Fr. 25)	Outlet under the fuselage (one on each side) (Fr. 25)	(fig. 4)
Battery ventilation and draining	Outlet under the fuselage (Fr. 32)	Refer to (1-fig. 1)
One drain for both the stand-by pump and the hydraulic system	Outlet under the fuselage (Fr. 32)	Refer to (2-fig. 1)
APU output drain duct	Outlet under the fuselage (Fr. 34)	Refer to (3-fig. 1)

7. CHECK OF PERMANENT LEAK DRAINS

Refer to **fig. 4**

NOTE: These drains are located at frame 25:

- the LH permanent leak duct is connected to the RH permanent leak duct and opens into a common outlet at the bottom the box structure between frames 25 and 26. It is accessible when the fairing (194AR) is removed.

- A. Check that the drains are not clogged, either by blowing air or by suction, to make sure that the air flows freely.

NOTE: This check can also be performed during pressurization tests. A permanent air leak must be felt at each duct outlet.

8. FINAL STEPS

- A. Make sure that the work area is clean and clear of tools or other items.

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B. Close:

- the nose cone (**210A**),
- the emergency exit door (**EMERG**) (Refer to **TASK 52-20-01-900-801**),
- the passenger door (**PAX**) (Refer to **TASK 52-10-00-860-801**),
- the baggage compartment door (**BAG**) (Refer to **TASK 52-30-00-860-801**),
- the servicing compartment door (**MSD**),
- the main landing gear doors (**731AB**) and (**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph **"Manual Closing of Main Landing Gear Doors"**).
- ♦

C. Install the fairings (**190AB**), (**193AL**) and (**194AR**) (Refer to **TASK 53-60-01-900-801**).

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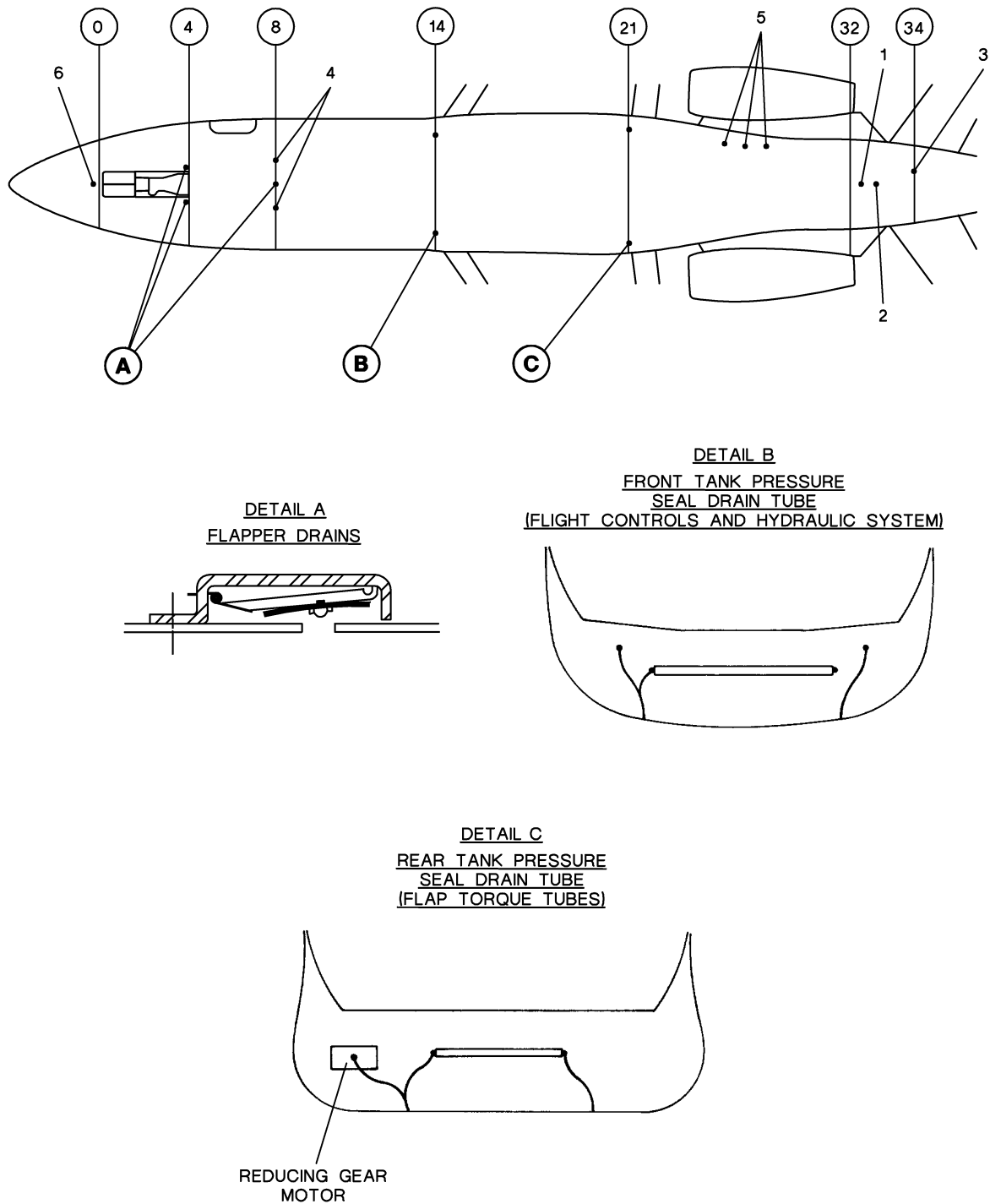
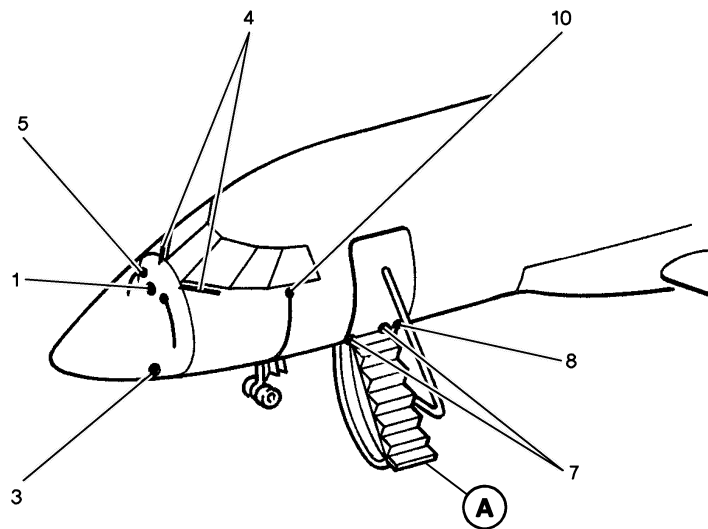


Figure 1: CONDENSATION AND STREAM WATER DRAINS - LOCATION (1/5)

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DETAIL A

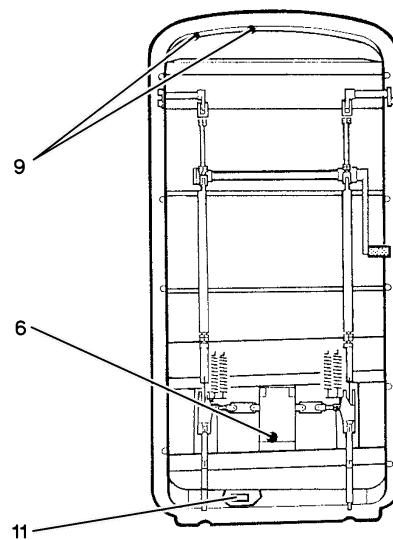


Figure 2: CONDENSATION AND STREAM WATER DRAINS - LOCATION (2/5)

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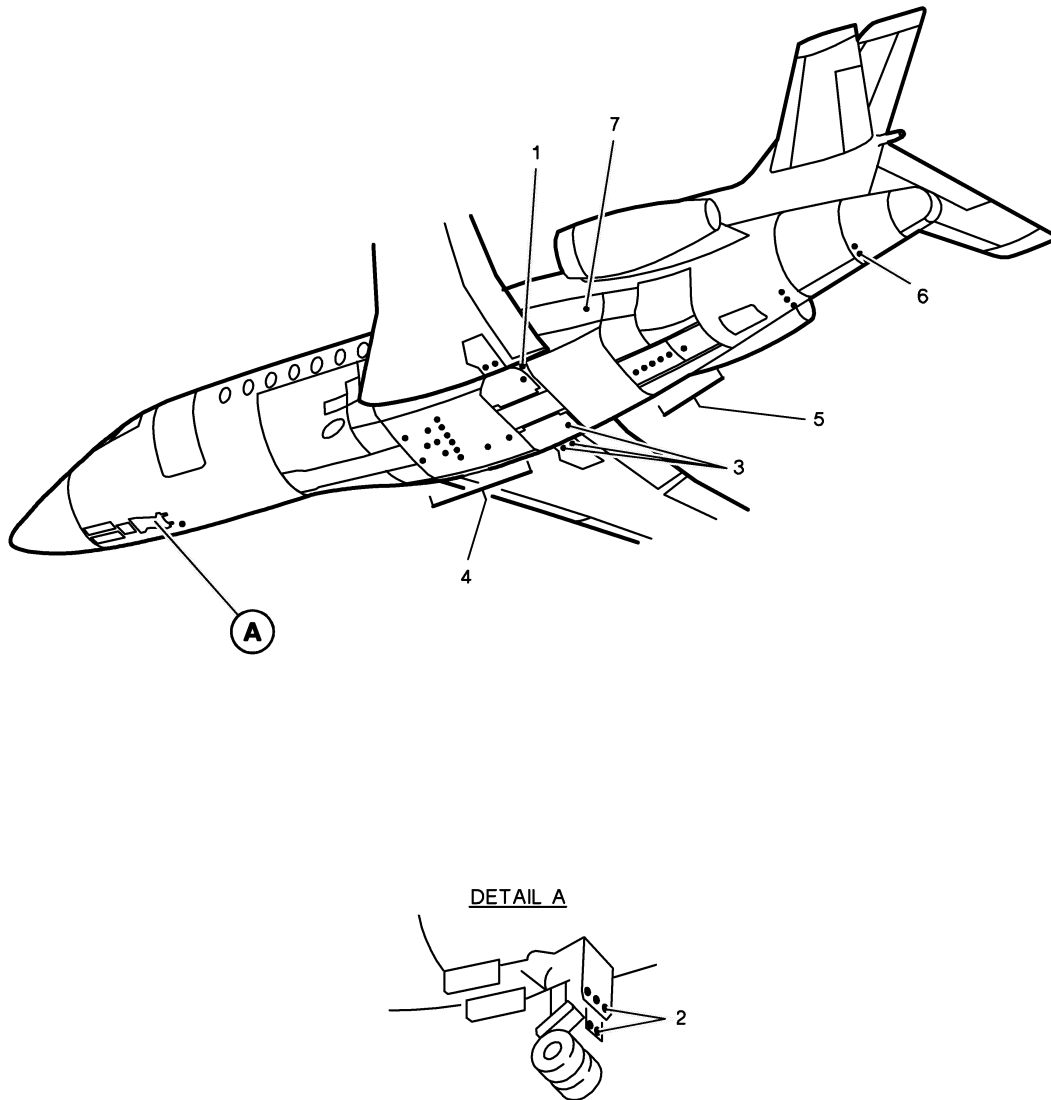


Figure 3: CONDENSATION AND STREAM WATER DRAINS - LOCATION (3/5)

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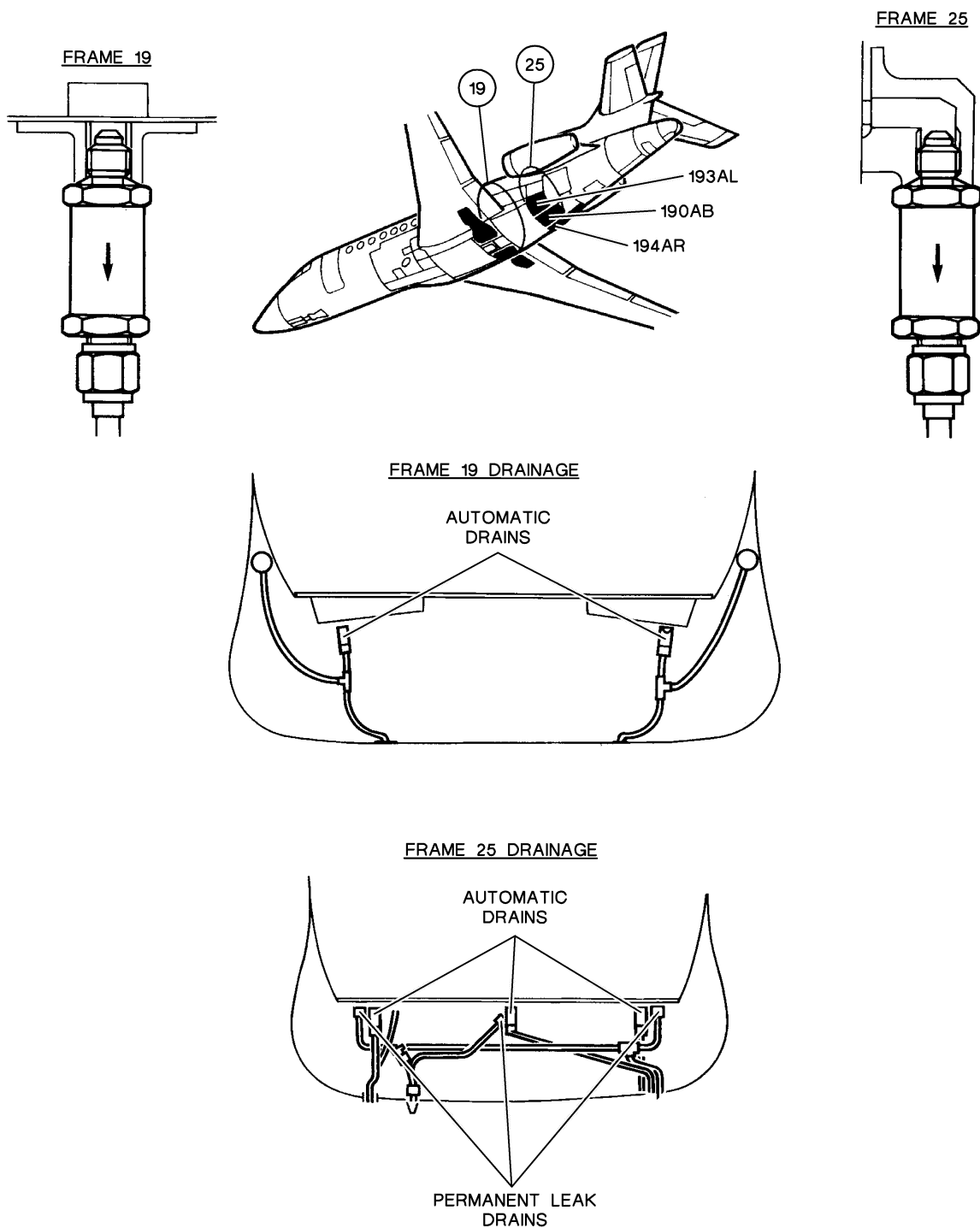


Figure 4: CONDENSATION AND STREAM WATER DRAINS - LOCATION (4/5)

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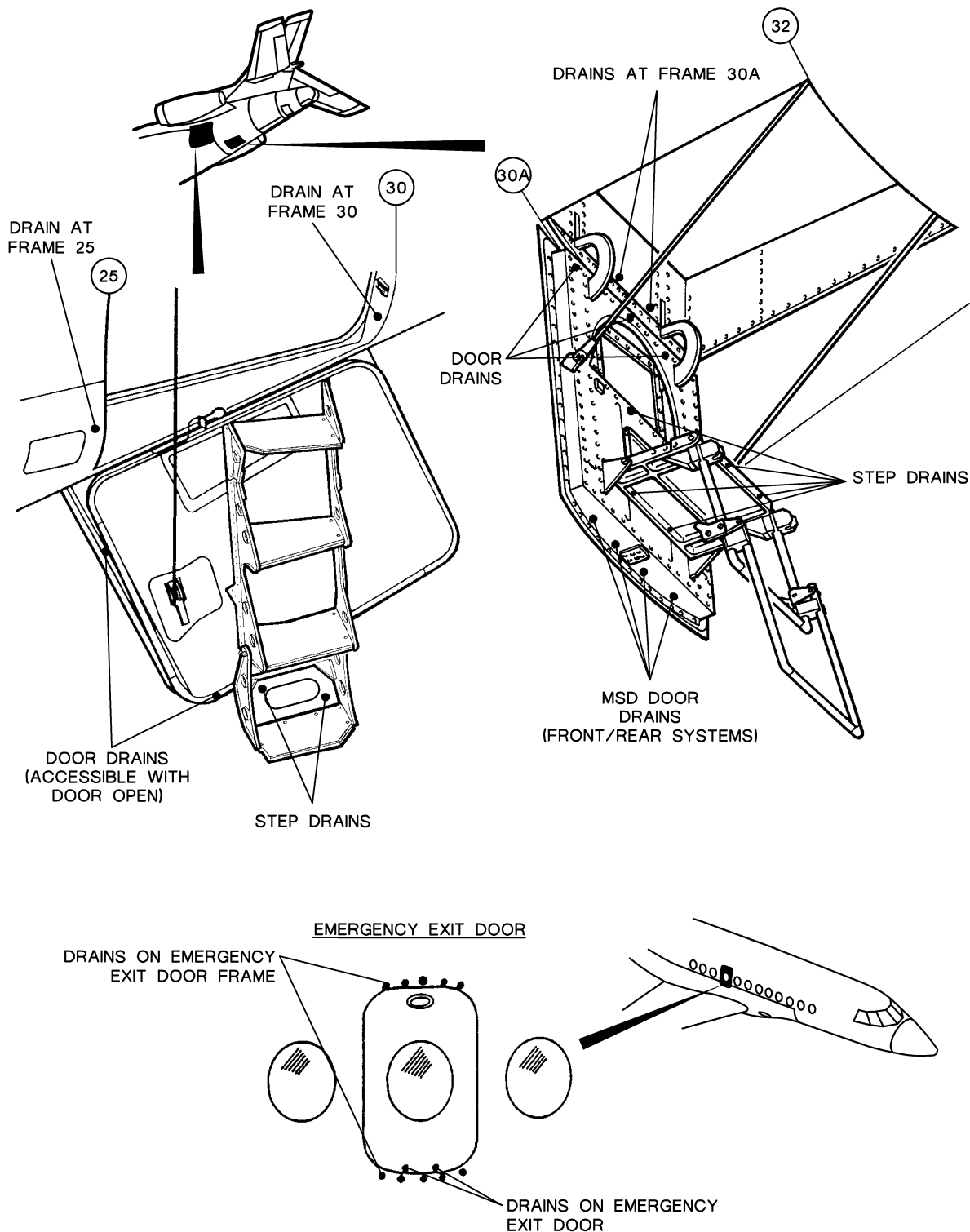


Figure 5: CONDENSATION AND STREAM WATER DRAINS - LOCATION (5/5)