



Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Package No.: **2**

05-08-00-200-800-02 - 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

TASK NO ALT. TASK NO WORKCARD AREA	TASK DESCRIPTION REFERENCE	EST HRS	ACTUAL LABOR HOURS HRS.THIS	COMPLIANCE		
				HOURS	LANDINGS	MONTH/DAY/YEAR

25-61-00-710-80 1-01 OPERATIONAL TEST EMERGENCY LOCATOR
TRANSMITTER BEACON
AMM 25-61-00-710-801

_____.____ _____ _____ _____/____/____

25.070 TECH : _____ INSP : _____

25-90-03-200-80 1-01S INSPECTION OF THE SINGLE PASSENGER SEATS
SMM 25-90-03-200-801

_____.____ _____ _____ _____/____/____

TECH : _____ INSP : _____

25-90-03-200-80 1-02S INSPECTION OF THE DUAL PASSENGER SEATS
SMM 25-90-03-200-801

_____.____ _____ _____ _____/____/____

TECH : _____ INSP : _____

25-90-05-200-80 1-01S INSPECTION OF THE DIVAN(S)
SMM 25-90-05-200-801

_____.____ _____ _____ _____/____/____

TECH : _____ INSP : _____

25-90-15-200-80 1-01S INSPECTION OF THE ICE DRAWER
SMM 25-90-15-200-801

_____.____ _____ _____ _____/____/____

TECH : _____ INSP : _____

25-90-17-200-80 1-01S INSPECTION OF THE TRASH CONTAINER AND
LID SEAL (INCLUDING FIRE CONTAINMENT AND
SELF EXTINGUISHING CHARACTERISTICS)
SMM 25-90-17-200-801

_____.____ _____ _____ _____/____/____

TECH : _____ INSP : _____

25-90-19-200-80 1-01S INSPECTION MICROWAVE OVEN
SMM 25-90-19-200-801

_____.____ _____ _____ _____/____/____

TECH : _____ INSP : _____

25-90-21-200-80 1-01S INSPECTION CONVECTION OVEN
SMM 25-90-21-200-801

_____.____ _____ _____ _____/____/____

TECH : _____ INSP : _____

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				HOURS	LANDINGS	MONTH/DAY/YEAR

25-90-27-220-80 1-01S DETAILED INSPECTION OF CONSOLE TABLE IN FRONT OF THE EMERGENCY EXIT ONLY
SMM 25-90-27-220-801

TECH : _____ INSP : _____

25-90-39-200-80 1-01S INSPECTION OF THE SLIDING MAGAZINE RACK
SMM 25-90-39-200-801

TECH : _____ INSP : _____

27-40-01-640-80 2-01 GREASING HORIZONTAL STABILIZER ACTUATOR HINGES AND JACK SCREW
AMM 27-40-01-640-802

27.260 T2 TECH : _____ INSP : _____

27-50-00-640-80 1-01 GREASING/LUBRICATION OF FLAP MECHANISMS
AMM 27-50-00-640-801

27.570 TECH : _____ INSP : _____

27-50-00-720-80 2-01 FUNCTIONAL TEST OF THE FLAP ASYMMETRY DETECTION SYSTEM
AMM 27-50-00-720-802

27.330 F3 TECH : _____ INSP : _____

27-53-01-220-80 1-01 CLEANING/CHECK LEFT OUTBOARD FLAP ACTUATOR OF THE ACTUATING SCREW
AMM 27-53-01-220-801

27.575 TECH : _____ INSP : _____

27-53-01-220-80 1-02 CLEANING/CHECK LEFT INBOARD FLAP EXTERNAL ACTUATOR OF THE ACTUATING SCREW
AMM 27-53-01-220-801

27.575 TECH : _____ INSP : _____

27-53-01-220-80 1-03 CLEANING/CHECK LEFT INBOARD FLAP INTERNAL ACTUATOR OF THE ACTUATING SCREW
AMM 27-53-01-220-801

27.575 TECH : _____ INSP : _____

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TASK NO ALT. TASK NO WORKCARD AREA	TASK DESCRIPTION REFERENCE	EST HRS	ACTUAL LABOR HOURS HRS.THS	COMPLIANCE		
				HOURS	LANDINGS	MONTH/DAY/YEAR

27-53-01-220-80 1-04 CLEANING/CHECK RIGHT INBOARD FLAP
INTERNAL ACTUATOR OF THE ACTUATING
SCREW
AMM 27-53-01-220-801

_____.____ _____ _____ ____/____/____

27.575 TECH : _____ INSP : _____

27-53-01-220-80 1-05 CLEANING/CHECK RIGHT INBOARD FLAP
EXTERNAL ACTUATOR OF THE ACTUATING
SCREW
AMM 27-53-01-220-801

_____.____ _____ _____ ____/____/____

27.575 TECH : _____ INSP : _____

27-53-01-220-80 1-06 CLEANING/CHECK RIGHT OUTBOARD FLAP
ACTUATOR OF THE ACTUATING SCREW
AMM 27-53-01-220-801

_____.____ _____ _____ ____/____/____

27.575 TECH : _____ INSP : _____

27-53-01-640-80 3-01 GREASING LEFT OUTBOARD FLAP ACTUATOR
(AVIAC ONLY)
AMM 27-53-01-640-803

_____.____ _____ _____ ____/____/____

27.585 TECH : _____ INSP : _____

27-53-01-640-80 3-02 GREASING LEFT INBOARD FLAP EXTERNAL
ACTUATOR (AVIAC ONLY)
AMM 27-53-01-640-803

_____.____ _____ _____ ____/____/____

27.585 TECH : _____ INSP : _____

27-53-01-640-80 3-03 GREASING LEFT INBOARD FLAP INTERNAL
ACTUATOR (AVIAC ONLY)
AMM 27-53-01-640-803

_____.____ _____ _____ ____/____/____

27.585 TECH : _____ INSP : _____

27-53-01-640-80 3-04 GREASING RIGHT INBOARD FLAP INTERNAL
ACTUATOR (AVIAC ONLY)
AMM 27-53-01-640-803

_____.____ _____ _____ ____/____/____

27.585 TECH : _____ INSP : _____

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Reg No.: **D-AHRN**

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				HOURS	LANDINGS	MONTH/DAY/YEAR

27-53-01-640-80 GREASING RIGHT INBOARD FLAP EXTERNAL
3-05 ACTUATOR (AVIAC ONLY)
 AMM 27-53-01-640-803

27.585 TECH : _____ INSP : _____

27-53-01-640-80 GREASING RIGHT OUTBOARD FLAP ACTUATOR
3-06 (AVIAC ONLY)
 AMM 27-53-01-640-803

27.585 TECH : _____ INSP : _____

28-00-00-280-80 CHECK FOR NON-CONTAMINATION OF THE FUEL
1-01
 AMM 28-00-00-280-801

28.010 TECH : _____ INSP : _____

28-21-25-710-80 OPERATIONAL TEST OF THE CROSSFEED UNITS
1-01
 AMM 28-21-25-710-801

28.315 TECH : _____ INSP : _____
F5

28-21-29-100-80 CLEANING OF THE LH CROSSFEED UNIT FILTER
1-01
 AMM 28-21-29-100-801

28.310 TECH : _____ INSP : _____
F5

28-21-29-100-80 CLEANING OF THE RH CROSSFEED UNIT FILTER
1-02
 AMM 28-21-29-100-801

TECH : _____ INSP : _____

28-21-29-100-80 CLEANING OF THE BOOSTER PUMP 2 UNIT
1-03 FILTER
 AMM 28-21-29-100-801

TECH : _____ INSP : _____

31-52-00-710-80 OPERATIONAL TEST OF THE WARNING PANEL
1-01 EMERGENCY POWER SUPPLY
 AMM 31-52-00-710-801

31.010 TECH : _____ INSP : _____
F3

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31-54-00-720-80 FUNCTIONAL TEST OF THE TAKE-OFF SAFETIES:
1-01 ALARM TEST

AMM 31-54-00-720-801

31.030 TECH : _____ INSP : _____

32-10-00-640-80 LUBRICATION OF THE LH MAIN LANDING GEARS
1-01 (MLG) AND MLG DOORS

AMM 32-10-00-640-801

32.010 TECH : _____ INSP : _____

L1
32-10-00-640-80 LUBRICATION OF THE RH MAIN LANDING GEARS
1-02 (MLG) AND MLG DOORS

AMM 32-10-00-640-801

32.010 TECH : _____ INSP : _____

32-20-00-640-80 LUBRICATION OF THE NOSE LANDING GEAR (
1-01 NLG) AND NLG DOORS

AMM 32-20-00-640-801

32.070 TECH : _____ INSP : _____

L3
52-00-00-640-80 LUBRICATION OF THE VISIBLE DOOR HINGES
1-01 AND PASSENGER DOOR STOPS

AMM 52-00-00-640-801

52.010 TECH : _____ INSP : _____

54-00-00-210-81 GENERAL VISUAL INSPECTION OF THE NO.1
0-01 ENGINE NACELLE AND PYLON

AMM 54-00-00-210-810

54.0102 TECH : _____ INSP : _____

E1
54-00-00-210-81 GENERAL VISUAL INSPECTION OF THE NO.3
0-02 ENGINE NACELLE AND PYLON

AMM 54-00-00-210-810

54.0201 TECH : _____ INSP : _____

E3
54-00-00-210-81 GENERAL VISUAL INSPECTION OF THE NO.2
1-01 ENGINE NACELLE

AMM 54-00-00-210-811

54.0301 TECH : _____ INSP : _____

E2

Operator: **HERON AVIATION**

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Model: **FALCON 900EX**

Package No.: **2**

05-08-00-200-800-02 - 2A INSPECTION

Workorder No.: _____

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Due At	25-NOV-2012	4410:47					
Accomplished							

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54-11-00-610-80 SERVICING OF THE NO. 1 ENGINE COWLINGS
1-01

AMM 54-11-00-610-801

54.040 TECH : _____ INSP : _____
E1

54-11-00-610-80 SERVICING OF THE NO. 2 ENGINE COWLINGS
1-02

AMM 54-11-00-610-801

54.040 TECH : _____ INSP : _____
E2

54-11-00-610-80 SERVICING OF THE NO. 3 ENGINE COWLINGS
1-03

AMM 54-11-00-610-801

54.040 TECH : _____ INSP : _____
E3

54-42-00-210-80 GENERAL VISUAL INSPECTION OF THE NO. 2
1-01 ENGINE S-DUCT

AMM 54-42-00-210-801

54.050 TECH : _____ INSP : _____
T1

55-10-33-640-80 LUBRICATION OF THE HORIZONTAL STABILIZER
1-01 REAR HINGE PINS

AMM 55-10-33-640-801

27.255 TECH : _____ INSP : _____
T1

55-20-03-640-80 LUBRICATION OF THE ELEVATOR CONTROL
2-01 SURFACE HINGES

AMM 55-20-03-640-802

27.180 TECH : _____ INSP : _____
T1

55-20-05-640-80 LUBRICATION OF THE ELEVATOR CONTROL
1-01 BEARINGS AND UJOINTS

AMM 55-20-05-640-801

27.265 TECH : _____ INSP : _____
T1

55-40-05-640-80 LUBRICATION OF THE RUDDER CONTROL
2-01 SURFACE HINGES

AMM 55-40-05-640-802

27.155 TECH : _____ INSP : _____
T1

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				HOURS	LANDINGS	MONTH/DAY/YEAR

57-55-13-640-80 1-01 GREASING/LUBRICATION OF THE LEFT WING
FLAP ROLLERS AND TRACKS
AMM 57-55-13-640-801

TECH : _____ INSP : _____

57-55-13-640-80 1-02 GREASING/LUBRICATION OF THE RIGHT WING
FLAP ROLLERS AND TRACKS
AMM 57-55-13-640-801

TECH : _____ INSP : _____

57-60-05-640-80 2-01 LUBRICATION OF THE LEFT AILERON CONTROL
SURFACE HINGES
AMM 57-60-05-640-802

**27.090
W1**

TECH : _____ INSP : _____

57-60-05-640-80 2-02 LUBRICATION OF THE RIGHT AIRLERON
CONTROL SURFACE HINGES
AMM 57-60-05-640-802

27.090

TECH : _____ INSP : _____

76-10-00-220-80 1-01 CHECK OF THE NO. 1 ENGINE THROTTLE LEVERS
FOR FRICTION POINTS
AMM 76-10-00-220-801

**76.010
E1**

TECH : _____ INSP : _____

76-10-00-220-80 1-02 CHECK OF THE NO. 2 ENGINE THROTTLE LEVERS
FOR FRICTION POINTS
AMM 76-10-00-220-801

**76.010
E2**

TECH : _____ INSP : _____

76-10-00-220-80 1-03 CHECK OF THE NO. 3 ENGINE THROTTLE LEVERS
FOR FRICTION POINTS
AMM 76-10-00-220-801

**76.010
E3**

TECH : _____ INSP : _____

78-30-00-210-80 1-01 GENERAL VISUAL INSPECTION OF THE THRUST
REVERSER
AMM 78-30-00-210-801

**78.010
E1**

TECH : _____ INSP : _____

Operator: **HERON AVIATION**

Serial No.: **096**

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78-31-00-640-80 GREASING OF THE THRUST REVERSER DOOR
2-01 HINGE BOLTS

AMM 78-31-00-640-802

78.030
E1

TECH : _____ INSP : _____

THE LISTED INSPECTIONS, TESTS, CHECKS AND/OR LIFE-LIMITED PARTS REPLACEMENTS WERE PERFORMED IN ACCORDANCE WITH THE INSTRUCTIONS AND PROCEDURES FOR THE CONDUCT OF INSPECTIONS DESCRIBED IN THE APPROVED MANUFACTURERS INSPECTION PROGRAM

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

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

HERON AVIATION

FALCON 900EX

096

D-AHRN

OWNER/OPERATOR

MODEL

SERIAL NO

REG NO

05-08-00-200-800-02 2 2A INSPECTION COMPLETED.

_____/_____/_____ _____ _____

MO / DAY / YR

AIRCRAFT HOURS

AIRCRAFT LANDINGS

Operator: **HERON AVIATION**
Serial No.: **096**
Reg No.: **D-AHRN**

Model: **FALCON 900EX**

Report Date: **01-SEP-2012**

Package No. : **2**

05-08-00-200-800-02 - 2A INSPECTION

ACCESSPANELS

210A LH UPPER DOORS

52-00-00-640-8 LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER
01-01 DOOR STOPS

335AL LH UPPER DOORS

55-20-05-640-8 LUBRICATION OF THE ELEVATOR CONTROL BEARINGS AND
01-01 UJOINTS

331BT LH UPPER DOORS

27-40-01-640-8 GREASING HORIZONTAL STABILIZER ACTUATOR HINGES AND
02-01 JACK SCRFW

455AL LH UPPER DOORS

76-10-00-220-8 CHECK OF THE NO. 3 ENGINE THROTTLE LEVERS FOR FRICTION
01-03 POINTS

76-10-00-220-8 CHECK OF THE NO. 2 ENGINE THROTTLE LEVERS FOR FRICTION
01-02 POINTS

76-10-00-220-8 CHECK OF THE NO. 1 ENGINE THROTTLE LEVERS FOR FRICTION
01-01 POINTS

54-11-00-610-8 SERVICING OF THE NO. 3 ENGINE COWLINGS

01-03

54-11-00-610-8 SERVICING OF THE NO. 2 ENGINE COWLINGS

01-02

54-11-00-610-8 SERVICING OF THE NO. 1 ENGINE COWLINGS

01-01

54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.2 ENGINE NACELLE

11-01

417AL LH UPPER DOORS

54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE
10-02 AND PYLON

54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE
10-01 AND PYLON

414AT LH UPPER DOORS

54-11-00-610-8 SERVICING OF THE NO. 3 ENGINE COWLINGS

01-03

54-11-00-610-8 SERVICING OF THE NO. 2 ENGINE COWLINGS

01-02

54-11-00-610-8 SERVICING OF THE NO. 1 ENGINE COWLINGS

01-01

54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE

10-02 AND PYLON

54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE

10-01 AND PYLON

325AL LH UPPER DOORS

27-40-01-640-8 GREASING HORIZONTAL STABILIZER ACTUATOR HINGES AND
02-01 JACK SCRFW

413AB LH UPPER DOORS

76-10-00-220-8 CHECK OF THE NO. 3 ENGINE THROTTLE LEVERS FOR FRICTION
01-03 POINTS

76-10-00-220-8 CHECK OF THE NO. 2 ENGINE THROTTLE LEVERS FOR FRICTION
01-02 POINTS

76-10-00-220-8 CHECK OF THE NO. 1 ENGINE THROTTLE LEVERS FOR FRICTION
01-01 POINTS

54-11-00-610-8 SERVICING OF THE NO. 3 ENGINE COWLINGS

01-03

54-11-00-610-8 SERVICING OF THE NO. 2 ENGINE COWLINGS

01-02

54-11-00-610-8 SERVICING OF THE NO. 1 ENGINE COWLINGS

01-01

54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE

10-02 AND PYLON

54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE

10-01 AND PYLON

411AL LH UPPER DOORS

54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE
10-02 AND PYLON

54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE
10-01 AND PYLON

Operator: **HERON AVIATION**
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05-08-00-200-800-02 - 2A INSPECTION

531CT LH UPPER DOORS

28-00-00-280-8
01-01 CHECK FOR NON-CONTAMINATION OF THE FUEL

561BT LH UPPER DOORS

31-54-00-720-8
01-01 FUNCTIONAL TEST OF THE TAKE-OFF SAFETIES: ALARM TEST

571BT LH UPPER DOORS

31-54-00-720-8
01-01 FUNCTIONAL TEST OF THE TAKE-OFF SAFETIES: ALARM TEST

160AB LH LOWER DOORS

52-00-00-640-8
01-01 LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER
28-21-25-710-8
01-01 DOOR STOPS
28-21-29-100-8
01-01 OPERATIONAL TEST OF THE CROSSFEED UNITS
CLEANING OF THE LH CROSSFEED UNIT FILTER

731AB LH LOWER DOORS

32-10-00-640-8
01-01 LUBRICATION OF THE LH MAIN LANDING GEARS (MLG) AND MLG
31-54-00-720-8
01-01 DOORS
FUNCTIONAL TEST OF THE TAKE-OFF SAFETIES: ALARM TEST

193CL LH LOWER DOORS

52-00-00-640-8
01-01 LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER
DOOR STOPS

417BL LH LOWER DOORS

54-00-00-210-8
10-02 GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE
54-00-00-210-8
10-01 AND PYLON
GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE
AND PYLON

193BL LH LOWER DOORS

52-00-00-640-8
01-01 LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER
DOOR STOPS

454DT LH LOWER DOORS

54-00-00-210-8
11-01 GENERAL VISUAL INSPECTION OF THE NO.2 ENGINE NACELLE

454EB LH LOWER DOORS

78-31-00-640-8
02-01 GREASING OF THE THRUST REVERSER DOOR HINGE BOLTS

323H LH LOWER DOORS

55-20-05-640-8
01-01 LUBRICATION OF THE ELEVATOR CONTROL BEARINGS AND
UJOINTS

454CT LH LOWER DOORS

78-31-00-640-8
02-01 GREASING OF THE THRUST REVERSER DOOR HINGE BOLTS

512CB LH LOWER DOORS

31-54-00-720-8
01-01 FUNCTIONAL TEST OF THE TAKE-OFF SAFETIES: ALARM TEST

341BT LH UPPER DOORS

27-40-01-640-8
02-01 GREASING HORIZONTAL STABILIZER ACTUATOR HINGES AND
TACK SCREW

345AR LH UPPER DOORS

55-20-05-640-8
01-01 LUBRICATION OF THE ELEVATOR CONTROL BEARINGS AND
UJOINTS

456AR RH UPPER DOORS

76-10-00-220-8
01-03 CHECK OF THE NO. 3 ENGINE THROTTLE LEVERS FOR FRICTION
POINTS
76-10-00-220-8
01-02 CHECK OF THE NO. 2 ENGINE THROTTLE LEVERS FOR FRICTION
POINTS
76-10-00-220-8
01-01 CHECK OF THE NO. 1 ENGINE THROTTLE LEVERS FOR FRICTION
POINTS
54-11-00-610-8
01-03 SERVICING OF THE NO. 3 ENGINE COWLINGS

Operator: **HERON AVIATION**
Serial No.: **096**
Reg No.: **D-AHRN**

Model: **FALCON 900EX**

Report Date: **01-SEP-2012**

Package No. : **2**

05-08-00-200-800-02 - 2A INSPECTION

	54-11-00-610-8 01-02	SERVICING OF THE NO. 2 ENGINE COWLINGS	_____	_____	_____	_____
	54-11-00-610-8 01-01	SERVICING OF THE NO. 1 ENGINE COWLINGS	_____	_____	_____	_____
	54-00-00-210-8 11-01	GENERAL VISUAL INSPECTION OF THE NO.2 ENGINE NACELLE	_____	_____	_____	_____
427AR RH UPPER DOORS						
	54-00-00-210-8 10-02	GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE AND PYLON	_____	_____	_____	_____
	54-00-00-210-8 10-01	GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE AND PYLON	_____	_____	_____	_____
424AT RH UPPER DOORS						
	54-11-00-610-8 01-03	SERVICING OF THE NO. 3 ENGINE COWLINGS	_____	_____	_____	_____
	54-11-00-610-8 01-02	SERVICING OF THE NO. 2 ENGINE COWLINGS	_____	_____	_____	_____
	54-11-00-610-8 01-01	SERVICING OF THE NO. 1 ENGINE COWLINGS	_____	_____	_____	_____
	54-00-00-210-8 10-02	GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE AND PYLON	_____	_____	_____	_____
	54-00-00-210-8 10-01	GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE AND PYLON	_____	_____	_____	_____
423AB RH UPPER DOORS						
	76-10-00-220-8 01-03	CHECK OF THE NO. 3 ENGINE THROTTLE LEVERS FOR FRICTION POINTS	_____	_____	_____	_____
	76-10-00-220-8 01-02	CHECK OF THE NO. 2 ENGINE THROTTLE LEVERS FOR FRICTION POINTS	_____	_____	_____	_____
	76-10-00-220-8 01-01	CHECK OF THE NO. 1 ENGINE THROTTLE LEVERS FOR FRICTION POINTS	_____	_____	_____	_____
	54-11-00-610-8 01-03	SERVICING OF THE NO. 3 ENGINE COWLINGS	_____	_____	_____	_____
	54-11-00-610-8 01-02	SERVICING OF THE NO. 2 ENGINE COWLINGS	_____	_____	_____	_____
	54-11-00-610-8 01-01	SERVICING OF THE NO. 1 ENGINE COWLINGS	_____	_____	_____	_____
	54-00-00-210-8 10-02	GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE AND PYLON	_____	_____	_____	_____
	54-00-00-210-8 10-01	GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE AND PYLON	_____	_____	_____	_____
421AR RH UPPER DOORS						
	54-00-00-210-8 10-02	GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE AND PYLON	_____	_____	_____	_____
	54-00-00-210-8 10-01	GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE AND PYLON	_____	_____	_____	_____
631CT RH UPPER DOORS						
	28-00-00-280-8 01-01	CHECK FOR NON-CONTAMINATION OF THE FUEL	_____	_____	_____	_____
427BR RH LOWER DOORS						
	54-00-00-210-8 10-02	GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE AND PYLON	_____	_____	_____	_____
	54-00-00-210-8 10-01	GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE AND PYLON	_____	_____	_____	_____
194BR RH LOWER DOORS						
	52-00-00-640-8 01-01	LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER DOOR STOPS	_____	_____	_____	_____
194CR RH LOWER DOORS						
	52-00-00-640-8 01-01	LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER DOOR STOPS	_____	_____	_____	_____
184AB RH LOWER DOORS						
	52-00-00-640-8 01-01	LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER DOOR STOPS	_____	_____	_____	_____
	28-21-29-100-8 01-01	CLEANING OF THE LH CROSSFEED UNIT FILTER	_____	_____	_____	_____
184BB RH LOWER DOORS						
	52-00-00-640-8 01-01	LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER DOOR STOPS	_____	_____	_____	_____

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194AR RH LOWER DOORS

21-52-05-610-8 DRAINING AND REFILLING TURBOCOOLER OIL
01-02

311BR RH LOWER DOORS

52-00-00-640-8 LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER
01-01 DOOR STOPS

311AR RH LOWER DOORS

52-00-00-640-8 LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER
01-01 DOOR STOPS

741AB RH LOWER DOORS

32-10-00-640-8 LUBRICATION OF THE LH MAIN LANDING GEARS (MLG) AND MLG
01-01 DOORS
31-54-00-720-8 FUNCTIONAL TEST OF THE TAKE-OFF SAFETIES: ALARM TEST
01-01

124AB RH LOWER DOORS

52-00-00-640-8 LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER
01-01 DOOR STOPS

612CB RH LOWER DOORS

31-54-00-720-8 FUNCTIONAL TEST OF THE TAKE-OFF SAFETIES: ALARM TEST
01-01

AREA

E1 ENGINE NO. 1

78-31-00-640-8 GREASING OF THE THRUST REVERSER DOOR HINGE BOLTS
02-01
78-30-00-210-8 GENERAL VISUAL INSPECTION OF THE THRUST REVERSER
01-01
76-10-00-220-8 CHECK OF THE NO. 1 ENGINE THROTTLE LEVERS FOR FRICTION
01-01 POINTS
54-11-00-610-8 SERVICING OF THE NO. 1 ENGINE COWLINGS
01-01
54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE
10-01 AND PYLON

E2 ENGINE NO. 2 AND APU

76-10-00-220-8 CHECK OF THE NO. 2 ENGINE THROTTLE LEVERS FOR FRICTION
01-02 POINTS
54-11-00-610-8 SERVICING OF THE NO. 2 ENGINE COWLINGS
01-02
54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.2 ENGINE NACELLE
11-01

E3 ENGINE NO. 3

76-10-00-220-8 CHECK OF THE NO. 3 ENGINE THROTTLE LEVERS FOR FRICTION
01-03 POINTS
54-11-00-610-8 SERVICING OF THE NO. 3 ENGINE COWLINGS
01-03
54-00-00-210-8 GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE
10-02 AND PYLON

F3 COCKPIT

31-52-00-710-8 OPERATIONAL TEST OF THE WARNING PANEL EMERGENCY
01-01 POWER SUPPLY
27-50-00-720-8 FUNCTIONAL TEST OF THE FLAP ASYMMETRY DETECTION
02-01 SYSTEM
22-10-00-710-8 OPERATIONAL TEST OF THE AUTOMATIC FLIGHT CONTROL
01-01 SYSTM (AFCS)

F4 PASSENGER CABIN

25-00-09-200-8 CHECK OF THE CLOSING AND SEALING OF TRASH CANS
01-01

F5 LOWER SECTION OF FUSELAGE AND FUSELAGE STRUCTURAL TANKS

28-21-25-710-8 OPERATIONAL TEST OF THE CROSSFEED UNITS
01-01
28-21-29-100-8 CLEANING OF THE LH CROSSFEED UNIT FILTER
01-01

F7 MECHANIC'S SERVICING COMPARTMENT

21-32-33-710-8 OPERATIONAL TEST BAGGAGE COMPARTMENT ISOLATION
01-01 ELECTRIC VALVE

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21-52-05-610-8 DRAINING AND REFILLING TURBOCOOLER OIL
01-02

32-10-00-640-8 LUBRICATION OF THE LH MAIN LANDING GEARS (MLG) AND MLG
01-01 DOORS

L3 NOSE L/G AND COMPARTMENT

32-20-00-640-8 LUBRICATION OF THE NOSE LANDING GEAR (NLG) AND NLG
01-01 DOORS

T1 EMPENNAGE AND ENGINE NO. 2 AIR INTAKE

55-20-05-640-8 LUBRICATION OF THE ELEVATOR CONTROL BEARINGS AND
01-01 UJOINTS

55-10-33-640-8 LUBRICATION OF THE HORIZONTAL STABILIZER REAR HINGE
01-01 PINS

55-20-03-640-8 LUBRICATION OF THE ELEVATOR CONTROL SURFACE HINGES
02-01

55-40-05-640-8 LUBRICATION OF THE RUDDER CONTROL SURFACE HINGES
02-01

54-42-00-210-8 GENERAL VISUAL INSPECTION OF THE NO. 2 ENGINE S-DUCT
01-01

W1 LH WING

57-60-05-640-8 LUBRICATION OF THE LEFT AILERON CONTROL SURFACE
02-01 HINGES

T2 6893

27-40-01-640-8 GREASING HORIZONTAL STABILIZER ACTUATOR HINGES AND
02-01 JACK SCREW

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OPERATION LIST CODE REQUIREMENT SOURCE

THIS REPORT IS USED TO LOCATE THE SPECIFIC REQUIREMENT SOURCE FOR CAMP CODE NUMBERS.
 THE INFORMATION CONTAINED IN THIS REPORT WAS CURRENT ON THE DATE PRINTED.
 FOR ANY ADDITIONAL INFORMATION CONTACT YOUR CAMP AIRCRAFT MAINTENANCE ANALYST.

THE FOLLOWING MANUFACTURERS MANUALS MAY BE REFERENCED

MANUAL ID NO	MANUFACTURERS MANUAL
971	SUPPLEMENTAL MAINTENANCE MANUAL CHAPTER 05 DFJC-ICAF9X0010 SMM - REV. REV B
10500	STATEMENT OF NO TECHNICAL OBJECTION 07-22-2008 MTCS - REV.
956	MAINTENANCE PLANNING DOCUMENT - CHAPTER 5 DGT 125288 MPD - REV. REVISION 2

ITEM NO	WCF NO	DESCRIPTION	CHAP-SEC-SUB	MANUAL ID	PAGE	PAGE ITEM/REF	PAGE DATE
05-08-00-20 0-800-01		1A INSPECTION	05-10-00	956	PAGE 1 / 7	B. A INSPECTION	MAR 09/2012
05-08-00-20 0-800-02		2A INSPECTION	05-10-00	956	PAGE 1 / 7	B. A INSPECTION	MAR 09/2012
21-32-33-71 21.030 0-801-01		OPERATIONAL TEST BAGGAGE COMPARTMENT ISOLATION ELECTRIC VALVE	05-10-21	956	PAGE 2/2	21-30 PRESSURIZATION	MAR 09/2012
21-52-05-61 21.350 0-801-02		DRAINING AND REFILLING TURBOCOOLER OIL	05-10-21	956	PAGE 2/2	21-50 COOLING	MAR 09/2012
22-10-00-71 22.010 0-801-01		OPERATIONAL TEST OF THE AUTOMATIC FLIGHT CONTROL SYSTEM (AFCS)	05-10-22	956	PAGE 1/1	22-10 AUTOMATIC FLIGHT CONTROL SYSTEM (AFCS)	MAR 15/2011
23-90-01-71 0-802-01S		OPERATIONAL TEST OF THE TELEPHONE SYSTEM COCKPIT RINGER INHIBIT	05-10-00	971	PAGE 1	23 - TELEPHONE SYSTEM COCKPIT RINGER INHIBITOR	MAR 09/12
25-00-09-20 25.090 0-801-01		CHECK OF THE CLOSING AND SEALING OF TRASH CANS	05-10-25	956	PAGE 1/1	25-00 GENERAL	MAR 09/2012
25-20-20-20 0-801-01S		INSPECTION/LUBRICATION OF THE MID-CABIN SLIDING DOOR MECHANISM	05-10-00	971	PAGE 2	25 - MID-CABIN SLIDING DOOR MECHANISM	MAR 09/12
25-61-00-71 25.070 0-801-01		OPERATIONAL TEST EMERGENCY LOCATOR TRANSMITTER BEACON	05-10-25	956	PAGE 1/1	25-60 EMERGENCY EQUIPMENT	MAR 09/2012
25-90-03-20 0-801-01S		INSPECTION OF THE SINGLE PASSENGER SEATS	05-10-00	971	PAGE 1	25 - PASSENGER SEAT	MAR 09/12
25-90-03-20 0-801-02S		INSPECTION OF THE DUAL PASSENGER SEATS	05-10-00	971	PAGE 1	25 - PASSENGER SEAT	MAR 09/12
25-90-05-20 0-801-01S		INSPECTION OF THE DIVAN(S)	05-10-00	971	PAGE 1	25 - DIVAN	MAR 09/12
25-90-15-20 0-801-01S		INSPECTION OF THE ICE DRAWER	05-10-00	971	PAGE 2	25 - ICE DRAWERS	MAR 09/12
25-90-17-20 0-801-01S		INSPECTION OF THE TRASH CONTAINER AND LID SEAL (INCLUDING FIRE CONTAINMENT AND SELF EXTINGUISHING CHARACTERISTICS)	05-10-00	971	PAGE 2	25 - PAPER AND LENIN WASTE RECEPTACLES	MAR 09/12
25-90-19-20 0-801-01S		INSPECTION MICROWAVE OVEN	05-10-00	971	PAGE 2	25 - MICROWAVE OVEN	MAR 09/12
25-90-21-20 0-801-01S		INSPECTION CONVECTION OVEN	05-10-00	971	PAGE 2	25 - CONVENCTION OVEN	MAR 09/12

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25-90-27-22 0-801-01S	DETAILED INSPECTION OF CONSOLE TABLE IN FRONT OF THE EMERGENCY EXIT ONLY	05-10-00	971	PAGE 3	25 - CONSOLE TABLE IN FRONT OF THE EMERGENCY EXIT ONLY	MAR 09/12	
25-90-39-20 0-801-01S	INSPECTION OF THE SLIDING MAGAZINE RACK	05-10-00	971	PAGE 3	25 - MAGAZINE RACK	MAR 09/12	
27-40-01-64 27.260 0-802-01	GREASING HORIZONTAL STABILIZER ACTUATOR HINGES AND JACK SCREW	05-10-27	956	PAGE 4/6	27-40 HORIZONTAL STABILIZER	MAR 09/2012	
27-50-00-64 27.570 0-801-01	GREASING/LUBRICATION OF FLAP MECHANISMS	05-10-27	956	PAGE 4/6	27-50 FLAPS	MAR 09/2012	
27-50-00-72 27.330 0-802-01	FUNCTIONAL TEST OF THE FLAP ASYMMETRY DETECTION SYSTEM	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-50-00-72 27.330 0-802-01	FUNCTIONAL TEST OF THE FLAP ASYMMETRY DETECTION SYSTEM	05-10-27	956	PAGE 4/6	27-50 FLAPS	MAR 09/2012	
27-53-01-22 27.575 0-801-01	CLEANING/CHECK LEFT OUTBOARD FLAP ACTUATOR OF THE ACTUATING SCREW	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-53-01-22 27.575 0-801-02	CLEANING/CHECK LEFT INBOARD FLAP EXTERNAL ACTUATOR OF THE ACTUATING SCREW	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-53-01-22 27.575 0-801-03	CLEANING/CHECK LEFT INBOARD FLAP INTERNAL ACTUATOR OF THE ACTUATING SCREW	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-53-01-22 27.575 0-801-04	CLEANING/CHECK RIGHT INBOARD FLAP INTERNAL ACTUATOR OF THE ACTUATING SCREW	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-53-01-22 27.575 0-801-05	CLEANING/CHECK RIGHT INBOARD FLAP EXTERNAL ACTUATOR OF THE ACTUATING SCREW	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-53-01-22 27.575 0-801-06	CLEANING/CHECK RIGHT OUTBOARD FLAP ACTUATOR OF THE ACTUATING SCREW	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-53-01-64 27.585 0-803-01	GREASING LEFT OUTBOARD FLAP ACTUATOR (AVIAC ONLY)	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-53-01-64 27.585 0-803-02	GREASING LEFT INBOARD FLAP EXTERNAL ACTUATOR (AVIAC ONLY)	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-53-01-64 27.585 0-803-03	GREASING LEFT INBOARD FLAP INTERNAL ACTUATOR (AVIAC ONLY)	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-53-01-64 27.585 0-803-04	GREASING RIGHT INBOARD FLAP INTERNAL ACTUATOR (AVIAC ONLY)	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-53-01-64 27.585 0-803-05	GREASING RIGHT INBOARD FLAP EXTERNAL ACTUATOR (AVIAC ONLY)	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
27-53-01-64 27.585 0-803-06	GREASING RIGHT OUTBOARD FLAP ACTUATOR (AVIAC ONLY)	05-10-27	956	PAGE 5/6	27-50 FLAPS	MAR 09/2012	
28-00-00-28 28.010 0-801-01	CHECK FOR NON-CONTAMINATION OF THE FUEL	05-10-28	956	PAGE 1/2	28-00 GENERAL	MAR 09/2012	
28-21-25-71 28.315 0-801-01	OPERATIONAL TEST OF THE CROSSFEED UNITS	05-10-28	956	PAGE 1/2	28-20 DISTRIBUTION	MAR 09/2012	
28-21-29-10 28.310 0-801-01	CLEANING OF THE LH CROSSFEED UNIT FILTER	05-10-28	956	PAGE 1/2	28-20 DISTRIBUTION	MAR 09/2012	
28-21-29-10 0-801-02	CLEANING OF THE RH CROSSFEED UNIT FILTER	05-10-28	956	PAGE 1/2	28-20 DISTRIBUTION	MAR 09/2012	
28-21-29-10 0-801-03	CLEANING OF THE BOOSTER PUMP 2 UNIT FILTER	05-10-28	956	PAGE 1/2	28-20 DISTRIBUTION	MAR 09/2012	
31-52-00-71 31.010 0-801-01	OPERATIONAL TEST OF THE WARNING PANEL EMERGENCY POWER SUPPLY	05-10-31	956	PAGE 1/2	31-50 CENTRAL WARNING SYSTEMS	MAR 09/2012	
31-54-00-72 31.030 0-801-01	FUNCTIONAL TEST OF THE TAKE-OFF SAFETIES: ALARM TEST	05-10-31	956	PAGE 1/2	31-50 CENTRAL WARNING SYSTEMS	MAR 09/2012	

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32-10-00-64 0-801-01	32.010	LUBRICATION OF THE LH MAIN LANDING GEARS (MLG) AND MLG DOORS	05-10-32	956	PAGE 1/4	32-10 MAIN LANDING GEARS (MLG) AND MLG DOORS	MAR 09/2012
32-10-00-64 0-801-01	32.010	LUBRICATION OF THE LH MAIN LANDING GEARS (MLG) AND MLG DOORS	32-10-01/32-20-01	10500			1/28/2009
32-10-00-64 0-801-02	32.010	LUBRICATION OF THE RH MAIN LANDING GEARS (MLG) AND MLG DOORS	05-10-32	956	PAGE 1/4	32-10 MAIN LANDING GEARS (MLG) AND MLG DOORS	MAR 09/2012
32-20-00-64 0-801-01	32.070	LUBRICATION OF THE NOSE LANDING GEAR (NLG) AND NLG DOORS	32-10-01/32-20-01	10500			1/28/2009
32-20-00-64 0-801-01	32.070	LUBRICATION OF THE NOSE LANDING GEAR (NLG) AND NLG DOORS	05-10-32	956	PAGE 2/4	32-20 NOSE LANDING GEAR (NLG) AND NLG DOORS	MAR 09/2012
52-00-00-64 0-801-01	52.010	LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER DOOR STOPS	05-10-52	956	PAGE 1/3	52-00 GENERAL	MAR 09/2012
54-00-00-21 0-810-01	54.0102	GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE NACELLE AND PYLON	05-10-54	956	PAGE 1/1	54-00 GENERAL	MAR 09/2012
54-00-00-21 0-810-02	54.0201	GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE AND PYLON	05-10-54	956	PAGE 1/1	54-00 GENERAL	MAR 09/2012
54-00-00-21 0-811-01	54.0301	GENERAL VISUAL INSPECTION OF THE NO.2 ENGINE NACELLE	05-10-54	956	PAGE 1/1	54-00 GENERAL	MAR 09/2012
54-11-00-61 0-801-01	54.040	SERVICING OF THE NO. 1 ENGINE COWLINGS	05-10-54	956	PAGE 1/1	54-10 COWLINGS	MAR 09/2012
54-11-00-61 0-801-02	54.040	SERVICING OF THE NO. 2 ENGINE COWLINGS	05-10-54	956	PAGE 1/1	54-10 COWLINGS	MAR 09/2012
54-11-00-61 0-801-03	54.040	SERVICING OF THE NO. 3 ENGINE COWLINGS	05-10-54	956	PAGE 1/1	54-10 COWLINGS	MAR 09/2012
54-42-00-21 0-801-01	54.050	GENERAL VISUAL INSPECTION OF THE NO. 2 ENGINE S-DUCT	05-10-54	956	PAGE 1/1	54-40 CENTRAL ENGINE AIR INTAKE / S-DUCT	MAR 09/2012
55-10-33-64 0-801-01	27.255	LUBRICATION OF THE HORIZONTAL STABILIZER REAR HINGE PINS	05-10-55	956	PAGE 2/2	55-10 HORIZONTAL STABILIZER	MAR 09/2012
55-20-03-64 0-802-01	27.180	LUBRICATION OF THE ELEVATOR CONTROL SURFACE HINGES	05-10-55	956	PAGE 2/2	55-20 ELEVATORS	MAR 09/2012
55-20-05-64 0-801-01	27.265	LUBRICATION OF THE ELEVATOR CONTROL BEARINGS AND UJOINTS	05-10-55	956	PAGE 2/2	55-20 ELEVATORS	MAR 09/2012
55-40-05-64 0-802-01	27.155	LUBRICATION OF THE RUDDER CONTROL SURFACE HINGES	05-10-55	956	PAGE 2/2	55-40 RUDDER	MAR 09/2012
57-55-13-64 0-801-01		GREASING/LUBRICATION OF THE LEFT WING FLAP ROLLERS AND TRACKS	05-10-57	956	PAGE 2/3	57-50 FIXED TRAILING EDGE AND FLAPS	MAR 09/2012
57-55-13-64 0-801-02		GREASING/LUBRICATION OF THE RIGHT WING FLAP ROLLERS AND TRACKS	05-10-57	956	PAGE 2/3	57-50 FIXED TRAILING EDGE AND FLAPS	MAR 09/2012
57-60-05-64 0-802-01	27.090	LUBRICATION OF THE LEFT AILERON CONTROL SURFACE HINGES	05-10-57	956	PAGE 3/3	57-60 AILERONS	MAR 09/2012
57-60-05-64 0-802-02	27.090	LUBRICATION OF THE RIGHT AIRLERON CONTROL SURFACE HINGES	05-10-57	956	PAGE 3/3	57-60 AILERONS	MAR 09/2012
76-10-00-22 0-801-01	76.010	CHECK OF THE NO. 1 ENGINE THROTTLE LEVERS FOR FRICTION POINTS	05-10-76	956	PAGE 1/1	76-10 POWER CONTROL	MAR 09/2012
76-10-00-22 0-801-02	76.010	CHECK OF THE NO. 2 ENGINE THROTTLE LEVERS FOR FRICTION POINTS	05-10-76	956	PAGE 1/1	76-10 POWER CONTROL	MAR 09/2012
76-10-00-22 0-801-03	76.010	CHECK OF THE NO. 3 ENGINE THROTTLE LEVERS FOR FRICTION POINTS	05-10-76	956	PAGE 1/1	76-10 POWER CONTROL	MAR 09/2012

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78-30-00-21 78.010	GENERAL VISUAL INSPECTION OF THE	05-10-78	956	PAGE 1/2	78-30 THRUST	MAR 09/2012	
0-801-01	THRUST REVERSER				REVERSER		
78-31-00-64 78.030	GREASING OF THE THRUST REVERSER	05-10-78	956	PAGE 1/2	78-30 THRUST	MAR 09/2012	
0-802-01	DOOR HINGE BOLTS				REVERSER		

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05-08-00-200-800-12 - 2A+ INSPECTION

Workorder No.: _____

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

TASK NO ALT. TASK NO WORKCARD AREA	TASK DESCRIPTION REFERENCE	EST HRS	ACTUAL LABOR HOURS HRS.THS	COMPLIANCE		
				HOURS	LANDINGS	MONTH/DAY/YEAR

**05-08-00-200-80 1A+ INSPECTION
0-11**

GENERIC NO REF

FOR UPDATING PURPOSES ONLY. TASKS INCLUDED IN THIS INSPECTION.

**21-52-09-210-80 GENERAL VISUAL INSPECTION OF THE ECU
2-01 HEAT EXCHANGER GRID
AMM 21-52-09-210-802**

21.360 TECH : _____ INSP : _____

**21-52-19-200-80 INSPECTION/CHECK LP WATER SEPARATOR
1-01 COMPONENTS
AMM 21-52-19-200-801**

21.380 TECH : _____ INSP : _____

**25-00-01-200-80 INSPECTION OF THE ONBOARD KIT
1-01
AMM 25-00-01-200-801**

25.065 TECH : _____ INSP : _____

**25-60-00-200-80 INSPECTION OF THE SAFETY EQUIPMENT
1-01
AMM 25-60-00-200-801**

25.060 TECH : _____ INSP : _____

**27-80-00-640-80 GREASING/LUBRICATION OF THE SLAT
1-01 MECHANISMS
AMM 27-80-00-640-801**

27.460 W1 TECH : _____ INSP : _____

**31-31-00-710-80 OPERATIONAL TEST DIGITAL FLIGHT DATA
2-01 RECORDER
AMM 31-31-00-710-802**

31.120 F7 TECH : _____ INSP : _____

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Workorder No.: _____

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

TASK NO ALT. TASK NO WORKCARD AREA	TASK DESCRIPTION REFERENCE	EST HRS	ACTUAL LABOR HOURS HRS.THS	COMPLIANCE		
				HOURS	LANDINGS	MONTH/DAY/YEAR

31-31-50-710-80 OPERATIONAL TEST COCKPIT VOICE RECORDER
1-01

AMM 31-31-50-710-801, AMM 31-31-50-710-801

31.080 TECH : _____ INSP : _____
F3

32-00-00-700-80 CHECK NOSE LANDING GEAR LEG UPLOCK
1-01

AMM 32-00-00-700-801

32.170 TECH : _____ INSP : _____

32-00-00-700-80 CHECK LEFT MAIN LANDING GEAR LEG UPLOCK
1-02

AMM 32-00-00-700-801

32.190 TECH : _____ INSP : _____

32-00-00-700-80 CHECK RIGHT MAIN LANDING GEAR LEG UPLOCK
1-03

AMM 32-00-00-700-801

32.190 TECH : _____ INSP : _____

32-32-00-640-80 LUBRICATION OF THE NOSE LANDING GEAR
1-01 (NLG) MECHANICAL EMERGENCY RELEASE
CONTROL

AMM 32-32-00-640-801

32.140 TECH : _____ INSP : _____

32-32-00-640-80 CHECK OF THE NOSE LANDING GEAR (NLG)
1-02 MECHANICAL EMERGENCY RELEASE CONTROL
ACTUATION FORCE

AMM 32-32-00-640-801

TECH : _____ INSP : _____

32-32-00-640-80 LUBRICATION OF THE MAIN LANDING GEAR
1-03 (MLG) MECHANICAL EMERGENCY RELEASE
CONTROLS

AMM 32-32-00-640-801

TECH : _____ INSP : _____

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Package No.: **12**
05-08-00-200-800-12 - 2A+ INSPECTION

Workorder No.: _____

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

TASK NO ALT. TASK NO WORKCARD AREA	TASK DESCRIPTION REFERENCE	EST HRS	ACTUAL LABOR HOURS HRS.THS	COMPLIANCE		
				HOURS	LANDINGS	MONTH/DAY/YEAR

32-32-00-640-80 1-04 CHECK OF THE MAIN LANDING GEAR (MLG)
MECHANICAL EMERGENCY RELEASE CONTROL
ACTUATION FORCE
AMM 32-32-00-640-801

TECH : _____ INSP : _____

32-32-17-640-80 1-01 LUBRICATION OF THE LANDING GEAR (L/G)
HYDRAULIC EMERGENCY EXTENSION CONTROL
AMM 32-32-17-640-801

32.130 F3 TECH : _____ INSP : _____

32-32-17-640-80 1-02 CHECK OF CONTROL ACTUATION LOADS
AMM 32-32-17-640-801

TECH : _____ INSP : _____

32-42-00-610-80 1-01 SERVICING OF THE PARK BRAKE CONTROL
CABLE
AMM 32-42-00-610-801

32.370 TECH : _____ INSP : _____

34-11-01-200-80 1-01 CHECK OF THE LEFT TOTAL PRESSURE PROBE
DRAIN HOLES FOR CLOGGING
AMM 34-11-01-200-801

34.090 F1 TECH : _____ INSP : _____

34-11-01-200-80 1-02 CHECK OF THE RIGHT TOTAL PRESSURE PROBE
DRAIN HOLES FOR CLOGGING
AMM 34-11-01-200-801

34.550 TECH : _____ INSP : _____

34-11-01-200-80 1-03 CHECK OF STAND-BY TOTAL PRESSURE PROBE
DRAIN HOLES FOR CLOGGING
AMM 34-11-01-200-801

34.090 TECH : _____ INSP : _____

34-31-00-710-80 1-01 OPERATIONAL TEST OF THE HEAD-UP
GUIDANCE SYSTEM (HGS)
AMM 34-31-00-710-801

34.540 F3 TECH : _____ INSP : _____

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Package No.: **12**
05-08-00-200-800-12 - 2A+ INSPECTION

Workorder No.: _____

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

TASK NO ALT. TASK NO WORKCARD AREA	TASK DESCRIPTION REFERENCE	EST HRS	ACTUAL LABOR HOURS HRS.THS	COMPLIANCE		
				HOURS	LANDINGS	MONTH/DAY/YEAR

35-20-00-210-80 1-01 GENERAL VISUAL INSPECTION OF THE PASSENGER OXYGEN MASKS AND PORTABLE OXYGEN MASKS
AMM 35-20-00-210-801

35.230 TECH : _____ INSP : _____

38-00-00-610-80 1-01 SERVICING OF THE WATER SYSTEM
AMM 38-00-00-610-801

38.070 TECH : _____ INSP : _____

38-10-00-670-80 1-01 STERILIZATION OF THE POTABLE WATER SYSTEM
AMM 38-10-00-670-801

38.020 F4 TECH : _____ INSP : _____

52-20-00-610-80 1-01 TEST EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE CABIN
AMM 52-20-00-610-801

52.040 F4 TECH : _____ INSP : _____

52-20-00-610-80 1-02 SERVICING EMERGENCY EXIT DOOR
AMM 52-20-00-610-801

TECH : _____ INSP : _____

52-30-00-610-80 1-01 SERVICING BAGGAGE COMPARTMENT DOOR
AMM 52-30-00-610-801

52.050 F6 TECH : _____ INSP : _____

52-53-00-610-80 1-01 SERVICING OF THE CABIN / BAGGAGE COMPARTMENT DOOR
AMM 52-53-00-610-801

52.110 F6 TECH : _____ INSP : _____

53-10-00-200-80 8-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY
AMM 53-10-00-200-808

53.110 L3 TECH : _____ INSP : _____

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Package No.: **12**
05-08-00-200-800-12 - 2A+ INSPECTION

Workorder No.: _____

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

TASK NO ALT. TASK NO WORKCARD AREA	TASK DESCRIPTION REFERENCE	EST HRS	ACTUAL LABOR HOURS HRS.THS	COMPLIANCE		
				HOURS	LANDINGS	MONTH/DAY/YEAR

53-11-00-760-80 CHECK OF THE NOSE CONE ELECTRICAL
1-01 BONDING

AMM 53-11-00-760-801

53.270 TECH : _____ INSP : _____
F2
53-40-00-200-80 INSPECTION OF THE LEFT MAIN LANDING GEAR
4-01 (MLG) BAYS

AMM 53-40-00-200-804

53.100 TECH : _____ INSP : _____
L1
53-40-00-200-80 INSPECTION OF THE RIGHT MAIN LANDING
4-02 GEAR (MLG) BAYS

AMM 53-40-00-200-804

53.100 TECH : _____ INSP : _____
L2
53-50-00-210-80 GENERAL VISUAL INSPECTION OF THE
4-01 MECHANIC'S SERVICING COMPARTMENT

AMM 53-50-00-210-804

53.0801 TECH : _____ INSP : _____
F7
53-50-00-210-80 GENERAL VISUAL INSPECTION OF THE APU AREA
7-01

AMM 53-50-00-210-807

53.090 TECH : _____ INSP : _____
E2
53-80-00-200-80 CHECK OF THE FUSELAGE CONDENSATION AND
1-01 STREAM WATER DRAINS

AMM 53-80-00-200-801

51.010 TECH : _____ INSP : _____

54-11-00-760-80 CHECK OF THE ENGINE COWLING ELECTRICAL
1-01 BONDING

AMM 54-11-00-760-801

54.080 TECH : _____ INSP : _____
E1
56-10-09-640-80 LUBRICATION OPENING WINDOW MECHANISM
1-01

AMM 56-10-09-640-801

56.010 TECH : _____ INSP : _____
F3

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Package No.: **12**

05-08-00-200-800-12 - 2A+ INSPECTION

Workorder No.: _____

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

TASK NO ALT. TASK NO WORKCARD AREA	TASK DESCRIPTION REFERENCE	EST HRS	ACTUAL LABOR HOURS HRS.THS	COMPLIANCE		
				HOURS	LANDINGS	MONTH/DAY/YEAR

57-70-03-640-80 LUBRICATION OF THE AIRBRAKE HINGES
1-01

AMM 57-70-03-640-801

27.400
W1

TECH : _____ INSP : _____

THE LISTED INSPECTIONS, TESTS, CHECKS AND/OR LIFE-LIMITED PARTS REPLACEMENTS WERE PERFORMED IN ACCORDANCE WITH THE INSTRUCTIONS AND PROCEDURES FOR THE CONDUCT OF INSPECTIONS DESCRIBED IN THE APPROVED MANUFACTURERS INSPECTION PROGRAM

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

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

HERON AVIATION

FALCON 900EX

096

D-AHRN

OWNER/OPERATOR

MODEL

SERIAL NO

REG NO

05-08-00-200-800-12 12 2A+ INSPECTION COMPLETED.

_____/_____/_____
MO / DAY / YR AIRCRAFT HOURS AIRCRAFT LANDINGS

Operator: **HERON AVIATION**
Serial No.: **096**
Reg No.: **D-AHRN**

Model: **FALCON 900EX**

Report Date: **01-SEP-2012**

Package No. : **12**

05-08-00-200-800-12 - 2A+ INSPECTION

ACCESSPANELS

210A LH UPPER DOORS

53-11-00-760-8
01-01 CHECK OF THE NOSE CONE ELECTRICAL BONDING

455AL LH UPPER DOORS

54-11-00-760-8
01-01 CHECK OF THE ENGINE COWLING ELECTRICAL BONDING

414AT LH UPPER DOORS

54-11-00-760-8
01-01 CHECK OF THE ENGINE COWLING ELECTRICAL BONDING

413AB LH UPPER DOORS

54-11-00-760-8
01-01 CHECK OF THE ENGINE COWLING ELECTRICAL BONDING

456AR RH UPPER DOORS

54-11-00-760-8
01-01 CHECK OF THE ENGINE COWLING ELECTRICAL BONDING

424AT RH UPPER DOORS

54-11-00-760-8
01-01 CHECK OF THE ENGINE COWLING ELECTRICAL BONDING

423AB RH UPPER DOORS

54-11-00-760-8
01-01 CHECK OF THE ENGINE COWLING ELECTRICAL BONDING

311AR RH LOWER DOORS

54-11-00-760-8
01-01 CHECK OF THE ENGINE COWLING ELECTRICAL BONDING

194DR RH LOWER DOORS

21-52-19-200-8
01-01 INSPECTION/CHECK LP WATER SEPARATOR COMPONENTS

194BR RH LOWER DOORS

25-60-00-200-8
01-01 INSPECTION OF THE SAFETY EQUIPMENT

512BB LH LOWER DOORS

27-80-00-640-8
01-01 GREASING/LUBRICATION OF THE SLAT MECHANISMS

512CB LH LOWER DOORS

27-80-00-640-8
01-01 GREASING/LUBRICATION OF THE SLAT MECHANISMS

512DB LH LOWER DOORS

27-80-00-640-8
01-01 GREASING/LUBRICATION OF THE SLAT MECHANISMS

522AB LH LOWER DOORS

27-80-00-640-8
01-01 GREASING/LUBRICATION OF THE SLAT MECHANISMS

522BB LH LOWER DOORS

27-80-00-640-8
01-01 GREASING/LUBRICATION OF THE SLAT MECHANISMS

522CB LH LOWER DOORS

27-80-00-640-8
01-01 GREASING/LUBRICATION OF THE SLAT MECHANISMS

522DB LH LOWER DOORS

27-80-00-640-8
01-01 GREASING/LUBRICATION OF THE SLAT MECHANISMS

522FB LH LOWER DOORS

27-80-00-640-8
01-01 GREASING/LUBRICATION OF THE SLAT MECHANISMS

522EB LH LOWER DOORS

27-80-00-640-8
01-01 GREASING/LUBRICATION OF THE SLAT MECHANISMS

622FB RH LOWER DOORS

Operator: **HERON AVIATION**

Report Date: **01-SEP-2012**

Package No. : **12**

Serial No.: **096**

Model: **FALCON 900EX**
05-08-00-200-800-12 - 2A+ INSPECTION

Reg No.: **D-AHRN**

	27-80-00-640-8 01-01	GREASING/LUBRICATION OF THE SLAT MECHANISMS	_____	_____	_____	_____
	27-80-00-640-8 01-01	GREASING/LUBRICATION OF THE SLAT MECHANISMS	_____	_____	_____	_____
622DB	RH LOWER DOORS					
	27-80-00-640-8 01-01	GREASING/LUBRICATION OF THE SLAT MECHANISMS	_____	_____	_____	_____
622CB	RH LOWER DOORS					
	27-80-00-640-8 01-01	GREASING/LUBRICATION OF THE SLAT MECHANISMS	_____	_____	_____	_____
622BB	RH LOWER DOORS					
	27-80-00-640-8 01-01	GREASING/LUBRICATION OF THE SLAT MECHANISMS	_____	_____	_____	_____
622AB	RH LOWER DOORS					
	27-80-00-640-8 01-01	GREASING/LUBRICATION OF THE SLAT MECHANISMS	_____	_____	_____	_____
612DB	RH LOWER DOORS					
	27-80-00-640-8 01-01	GREASING/LUBRICATION OF THE SLAT MECHANISMS	_____	_____	_____	_____
612CB	RH LOWER DOORS					
	27-80-00-640-8 01-01	GREASING/LUBRICATION OF THE SLAT MECHANISMS	_____	_____	_____	_____
612BB	RH LOWER DOORS					
	27-80-00-640-8 01-01	GREASING/LUBRICATION OF THE SLAT MECHANISMS	_____	_____	_____	_____
143BL	LH UPPER DOORS					
	32-32-17-640-8 01-01	LUBRICATION OF THE LANDING GEAR (L/G) HYDRAULIC EMERGENCY EXTENSION CONTROL	_____	_____	_____	_____
731AB	LH LOWER DOORS					
	32-32-00-640-8 01-01	LUBRICATION OF THE NOSE LANDING GEAR (NLG) MECHANICAL EMERGENCY RELEASE CONTROL	_____	_____	_____	_____
741AB	RH LOWER DOORS					
	32-32-00-640-8 01-01	LUBRICATION OF THE NOSE LANDING GEAR (NLG) MECHANICAL EMERGENCY RELEASE CONTROL	_____	_____	_____	_____
113EZ	FLOOR PANELS					
	32-32-00-640-8 01-01	LUBRICATION OF THE NOSE LANDING GEAR (NLG) MECHANICAL EMERGENCY RELEASE CONTROL	_____	_____	_____	_____
113FZ	FLOOR PANELS					
	32-32-00-640-8 01-01	LUBRICATION OF THE NOSE LANDING GEAR (NLG) MECHANICAL EMERGENCY RELEASE CONTROL	_____	_____	_____	_____
252CR	RH UPPER DOORS					
	32-42-00-610-8 01-01	SERVICING OF THE PARK BRAKE CONTROL CABLE	_____	_____	_____	_____
210A	LH UPPER DOORS					
	53-80-00-200-8 01-01	CHECK OF THE FUSELAGE CONDENSATION AND STREAM WATER DRAINS	_____	_____	_____	_____
731AB	LH LOWER DOORS					
	53-80-00-200-8 01-01	CHECK OF THE FUSELAGE CONDENSATION AND STREAM WATER DRAINS	_____	_____	_____	_____
194CR	RH LOWER DOORS					
	53-80-00-200-8 01-01	CHECK OF THE FUSELAGE CONDENSATION AND STREAM WATER DRAINS	_____	_____	_____	_____
741AB	RH LOWER DOORS					
	53-80-00-200-8 01-01	CHECK OF THE FUSELAGE CONDENSATION AND STREAM WATER DRAINS	_____	_____	_____	_____
193BL	LH LOWER DOORS					
	52-30-00-610-8 01-01	SERVICING BAGGAGE COMPARTMENT DOOR	_____	_____	_____	_____
850CL	LH LOWER DOORS					
	52-30-00-610-8 01-01	SERVICING BAGGAGE COMPARTMENT DOOR	_____	_____	_____	_____

Operator: **HERON AVIATION**
Serial No.: **096**
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Model: **FALCON 900EX**

Report Date: **01-SEP-2012**

Package No. : **12**

05-08-00-200-800-12 - 2A+ INSPECTION

850BL LH LOWER DOORS

52-30-00-610-8
01-01 SERVICING BAGGAGE COMPARTMENT DOOR

850EZ INTERNAL DOORS

52-30-00-610-8
01-01 SERVICING BAGGAGE COMPARTMENT DOOR

890GZ INTERNAL DOORS

52-30-00-610-8
01-01 SERVICING BAGGAGE COMPARTMENT DOOR

850DZ INTERNAL DOORS

52-30-00-610-8
01-01 SERVICING BAGGAGE COMPARTMENT DOOR

850FZ INTERNAL DOORS

52-30-00-610-8
01-01 SERVICING BAGGAGE COMPARTMENT DOOR

281DZ INTERNAL DOORS

52-53-00-610-8
01-01 SERVICING OF THE CABIN / BAGGAGE COMPARTMENT DOOR

351AZ INTERNAL DOORS

53-50-00-210-8
04-01 GENERAL VISUAL INSPECTION OF THE MECHANIC'S SERVICING
COMPARTMENT

455AL LH UPPER DOORS

53-50-00-210-8
07-01 GENERAL VISUAL INSPECTION OF THE APU AREA

456AR RH UPPER DOORS

53-50-00-210-8
07-01 GENERAL VISUAL INSPECTION OF THE APU AREA

731AB LH LOWER DOORS

53-40-00-200-8
04-01 INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS

741AB RH LOWER DOORS

53-40-00-200-8
04-01 INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS

731AB LH LOWER DOORS

53-40-00-200-8
04-02 INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS

741AB RH LOWER DOORS

53-40-00-200-8
04-02 INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS

711AB LH LOWER DOORS

53-10-00-200-8
08-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

712AB LH LOWER DOORS

53-10-00-200-8
08-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

713AB LH LOWER DOORS

53-10-00-200-8
08-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

714AB LH LOWER DOORS

53-10-00-200-8
08-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

AREA

E1 ENGINE NO. 1

54-11-00-760-8
01-01 CHECK OF THE ENGINE COWLING ELECTRICAL BONDING

E2 ENGINE NO. 2 AND APU

53-50-00-210-8
07-01 GENERAL VISUAL INSPECTION OF THE APU AREA

F1 FUSELAGE EXTERNAL STRUCTURE

Operator: **HERON AVIATION**

Report Date: **01-SEP-2012**

Package No. : **12**

Serial No.: **096**

Model: **FALCON 900EX**

05-08-00-200-800-12 - 2A+ INSPECTION

Reg No.: **D-AHRN**

34-11-01-200-8 CHECK OF THE LEFT TOTAL PRESSURE PROBE DRAIN HOLES FOR
01-01 CLOGGING
53-11-00-760-8 CHECK OF THE NOSE CONE ELECTRICAL BONDING
01-01

F3 COCKPIT

56-10-09-640-8 LUBRICATION OPENING WINDOW MECHANISM
01-01
34-31-00-710-8 OPERATIONAL TEST OF THE HEAD-UP GUIDANCE SYSTEM (HGS)
01-01
32-32-17-640-8 LUBRICATION OF THE LANDING GEAR (L/G) HYDRAULIC
01-01 EMERGENCY EXTENSION CONTROL
31-31-50-710-8 OPERATIONAL TEST COCKPIT VOICE RECORDER
01-01

F4 PASSENGER CABIN

52-20-00-610-8 TEST EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE
01-01 CABIN
38-10-00-670-8 STERILIZATION OF THE POTABLE WATER SYSTEM
01-01

F6 BAGGAGE COMPARTMENT

52-53-00-610-8 SERVICING OF THE CABIN / BAGGAGE COMPARTMENT DOOR
01-01
52-30-00-610-8 SERVICING BAGGAGE COMPARTMENT DOOR
01-01

F7 MECHANIC'S SERVICING COMPARTMENT

53-50-00-210-8 GENERAL VISUAL INSPECTION OF THE MECHANIC'S SERVICING
04-01 COMPARTMENT
31-31-00-710-8 OPERATIONAL TEST DIGITAL FLIGHT DATA RECORDER
07-01

L1 LH L/G AND COMPARTMENT

53-40-00-200-8 INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS
04-01

L2 RH L/G AND COMPARTMENT

53-40-00-200-8 INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS
04-02

L3 NOSE L/G AND COMPARTMENT

53-10-00-200-8 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY
08-01

W1 LH WING

27-80-00-640-8 GREASING/LUBRICATION OF THE SLAT MECHANISMS
01-01
57-70-03-640-8 LUBRICATION OF THE AIRBRAKE HINGES
01-01

Operator: HERON AVIATION	Report Date: 01-SEP-2012	Package No.: 12
Serial No.: 096	Model: FALCON 900EX	05-08-00-200-800-12 - 2A+ INSPECTION
Reg No.: D-AHRN		

OPERATION LIST CODE REQUIREMENT SOURCE

THIS REPORT IS USED TO LOCATE THE SPECIFIC REQUIREMENT SOURCE FOR CAMP CODE NUMBERS.
 THE INFORMATION CONTAINED IN THIS REPORT WAS CURRENT ON THE DATE PRINTED.
 FOR ANY ADDITIONAL INFORMATION CONTACT YOUR CAMP AIRCRAFT MAINTENANCE ANALYST.

THE FOLLOWING MANUFACTURERS MANUALS MAY BE REFERENCED

MANUAL ID NO	MANUFACTURERS MANUAL
956	MAINTENANCE PLANNING DOCUMENT - CHAPTER 5 DGT 125288 MPD - REV. REVISION 2

ITEM NO	WCF NO	DESCRIPTION	CHAP-SEC-SUB	MANUAL ID	PAGE	PAGE ITEM/REF	PAGE DATE
05-08-00-20 0-800-11		1A+ INSPECTION	05-10-00	956	PAGE 1 / 7	B. A INSPECTION	MAR 09/2012
05-08-00-20 0-800-12		2A+ INSPECTION	05-10-00	956	PAGE 1 / 7	B. A INSPECTION	MAR 09/2012
21-52-09-21 0-802-01	21.360	GENERAL VISUAL INSPECTION OF THE ECU HEAT EXCHANGER GRID	05-10-21	956	PAGE 2/2	21-50 COOLING	MAR 09/2012
21-52-19-20 0-801-01	21.380	INSPECTION/CHECK LP WATER SEPARATOR COMPONENTS	05-10-21	956	PAGE 2/2	21-50 COOLING	MAR 09/2012
25-00-01-20 0-801-01	25.065	INSPECTION OF THE ONBOARD KIT	05-10-25	956	PAGE 1/1	25-00 GENERAL	MAR 09/2012
25-60-00-20 0-801-01	25.060	INSPECTION OF THE SAFETY EQUIPMENT	05-10-25	956	PAGE 1/1	25-60 EMERGENCY EQUIPMENT	MAR 09/2012
27-80-00-64 0-801-01	27.460	GREASING/LUBRICATION OF THE SLAT MECHANISMS	05-10-27	956	PAGE 5/6	27-80 SLATS	MAR 09/2012
31-31-00-71 0-802-01	31.120	OPERATIONAL TEST DIGITAL FLIGHT DATA RECORDER	05-10-31	956	PAGE 1/2	31-30 RECORDERS	MAR 09/2012
31-31-50-71 0-801-01	31.080	OPERATIONAL TEST COCKPIT VOICE RECORDER	05-10-31	956	PAGE 1/2	31-30 RECORDERS	MAR 09/2012
32-00-00-70 0-801-01	32.170	CHECK NOSE LANDING GEAR LEG UPLOCK	05-10-32	956	PAGE 1/4	32-00 GENERAL	MAR 09/2012
32-00-00-70 0-801-02	32.190	CHECK LEFT MAIN LANDING GEAR LEG UPLOCK	05-10-32	956	PAGE 1/4	32-00 GENERAL	MAR 09/2012
32-00-00-70 0-801-03	32.190	CHECK RIGHT MAIN LANDING GEAR LEG UPLOCK	05-10-32	956	PAGE 1/4	32-00 GENERAL	MAR 09/2012
32-32-00-64 0-801-01	32.140	LUBRICATION OF THE NOSE LANDING GEAR (NLG) MECHANICAL EMERGENCY RELEASE CONTROL	05-10-32	956	PAGE 2/4	32-30 EXTENSION AND RETRACTION	MAR 09/2012
32-32-00-64 0-801-02		CHECK OF THE NOSE LANDING GEAR (NLG) MECHANICAL EMERGENCY RELEASE CONTROL ACTUATION FORCE	05-10-32	956	PAGE 2/4	32-30 EXTENSION AND RETRACTION	MAR 09/2012
32-32-00-64 0-801-03		LUBRICATION OF THE MAIN LANDING GEAR (MLG) MECHANICAL EMERGENCY RELEASE CONTROLS	05-10-32	956	PAGE 2/4	32-30 EXTENSION AND RETRACTION	MAR 09/2012
32-32-00-64 0-801-04		CHECK OF THE MAIN LANDING GEAR (MLG) MECHANICAL EMERGENCY RELEASE CONTROL ACTUATION FORCE	05-10-32	956	PAGE 2/4	32-30 EXTENSION AND RETRACTION	MAR 09/2012
32-32-17-64 0-801-01	32.130	LUBRICATION OF THE LANDING GEAR (L/G) HYDRAULIC EMERGENCY EXTENSION CONTROL	05-10-32	956	PAGE 2/4	32-30 EXTENSION AND RETRACTION	MAR 09/2012
32-32-17-64 0-801-02		CHECK OF CONTROL ACTUATION LOADS	05-10-32	956	PAGE 2/4	32-30 EXTENSION AND RETRACTION	MAR 09/2012
32-42-00-61 0-801-01	32.370	SERVICING OF THE PARK BRAKE CONTROL CABLE	05-10-32	956	PAGE 4/4	32-40 WHEELS AND BRAKES	MAR 09/2012
34-11-01-20 0-801-01	34.090	CHECK OF THE LEFT TOTAL PRESSURE PROBE DRAIN HOLES FOR CLOGGING	05-10-34	956	PAGE 1/2	34-10 FLIGHT ENVIRONMENT DATA	MAR 09/2012

Operator: HERON AVIATION	Report Date: 01-SEP-2012	Package No.: 12
Serial No.: 096	Model: FALCON 900EX	05-08-00-200-800-12 - 2A+ INSPECTION
Reg No.: D-AHRN		

OPERATION LIST CODE REQUIREMENT SOURCE							
34-11-01-20 34.550 0-801-02	CHECK OF THE RIGHT TOTAL PRESSURE PROBE DRAIN HOLES FOR CLOGGING	05-10-34	956	PAGE 1/2	34-10 FLIGHT ENVIRONMENT DATA	MAR 09/2012	
34-11-01-20 34.090 0-801-03	CHECK OF STAND-BY TOTAL PRESSURE PROBE DRAIN HOLES FOR CLOGGING	05-10-34	956	PAGE 1/2	34-10 FLIGHT ENVIRONMENT DATA	MAR 09/2012	
34-31-00-71 34.540 0-801-01	OPERATIONAL TEST OF THE HEAD-UP GUIDANCE SYSTEM (HGS)	05-10-34	956	PAGE 2/2	34-30 LANDING AND TAXIING AIDS	MAR 09/2012	
35-20-00-21 35.230 0-801-01	GENERAL VISUAL INSPECTION OF THE PASSENGER OXYGEN MASKS AND PORTABLE OXYGEN MASKS	05-10-35	956	PAGE 1/1	35-20 PASSENGER OXYGEN SYSTEM	MAR 09/2012	
38-00-00-61 38.070 0-801-01	SERVICING OF THE WATER SYSTEM	05-10-38	956	PAGE 1/1	38-00 GENERAL	MAR 09/2012	
38-10-00-67 38.020 0-801-01	STERILIZATION OF THE POTABLE WATER SYSTEM	05-10-38	956	PAGE 1/1	38-10 POTABLE WATER SYSTEM	MAR 09/2012	
52-20-00-61 52.040 0-801-01	TEST EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE CABIN	05-10-52	956	PAGE 1/3	52-20 EMERGENCY EXIT DOOR	MAR 09/2012	
52-20-00-61 0-801-02	SERVICING EMERGENCY EXIT DOOR	05-10-52	956	PAGE 1/3	52-20 EMERGENCY EXIT DOOR	MAR 09/2012	
52-30-00-61 52.050 0-801-01	SERVICING BAGGAGE COMPARTMENT DOOR	05-10-52	956	PAGE 2/3	52-30 BAGGAGE COMPARTMENT DOOR	MAR 09/2012	
52-53-00-61 52.110 0-801-01	SERVICING OF THE CABIN / BAGGAGE COMPARTMENT DOOR	05-10-52	956	PAGE 2/3	52-50 INTERNAL ACCESSES	MAR 09/2012	
53-10-00-20 53.110 0-808-01	INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY	05-10-53	956	PAGE 1/5	53-10 T12 SECTION AND NOSE CONE	MAR 09/2012	
53-11-00-76 53.270 0-801-01	CHECK OF THE NOSE CONE ELECTRICAL BONDING	05-10-53	956	PAGE 3/5	53-10 T12 SECTION AND NOSE CONE	MAR 09/2012	
53-40-00-20 53.100 0-804-01	INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS	05-10-53	956	PAGE 3/5	53-40 T34 LOWER SECTION	MAR 09/2012	
53-40-00-20 53.100 0-804-02	INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS	05-10-53	956	PAGE 3/5	53-40 T34 LOWER SECTION	MAR 09/2012	
53-50-00-21 53.0801 0-804-01	GENERAL VISUAL INSPECTION OF THE MECHANIC'S SERVICING COMPARTMENT	05-10-53	956	PAGE 4/5	53-50 T5 SECTION	MAR 09/2012	
53-50-00-21 53.090 0-807-01	GENERAL VISUAL INSPECTION OF THE APU AREA	05-10-53	956	PAGE 4/5	53-50 T5 SECTION	MAR 09/2012	
53-80-00-20 51.010 0-801-01	CHECK OF THE FUSELAGE CONDENSATION AND STREAM WATER DRAINS	05-10-53	956	PAGE 5/5	53-80 DRAINING	MAR 09/2012	
54-11-00-76 54.080 0-801-01	CHECK OF THE ENGINE COWLING ELECTRICAL BONDING	05-10-54	956	PAGE 1/1	54-10 COWLINGS	MAR 09/2012	
56-10-09-64 56.010 0-801-01	LUBRICATION OPENING WINDOW MECHANISM	05-10-56	956	PAGE 1/1	56-10 COCKPIT WINDSHIELDS / WINDOWS	MAR 15/2011	
57-70-03-64 27.400 0-801-01	LUBRICATION OF THE AIRBRAKE HINGES	05-10-57	956	PAGE 3/3	57-70 AIRBRAKES AND SPOILERS	MAR 09/2012	

Project No: **BDHRN002**Job Card No **0001**

Notif.No.: 10049230

Activity: **1035**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: PreInput

Starting Work Centre: MTX AVIO DEPT

Job Description: **Calibrate RAD/ALT 2 RX/TX (22sa)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 100**Access Required for this task:**

252BR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069309 Operation: 0010 Phase: PreInput -scheduling activity Work Center:MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

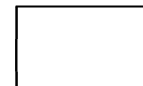
Defect Card Raised

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: 34-42-01-820-801-02

Operator Code: 34-42-01-820-801-02

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.: **34.280**
Serial No.: **096** Model: **FALCON 900EX**
Reg No.: **D-AHRN** Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-JAN-2013						
Accomplished							

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

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

34-42-01-900-801-02 NO. 2 RADIO-ALTIMETER TRANSCEIVER AMM 34-42-01-900-801

REASON REMOVED: (CHECK ONE) ☐ TIME EXPIRED ☐ FAILURE ☐ WORN ☐ LOANER ☐ SCHEDULING CONV
☐ MOD/UPGRADE ☐ SERVICE ☐ ENGINE CHANGE ☐ TIRE CHANGE ☐ SWAP/TRBLE SHOOT ☐ DAMAGED ☐ UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	7001840-932		S/N	01018888		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE	MOS	WARRANTY TIME	MOS
	HRS		HRS	REPAIR	HRS	REMAINING	HRS
	LDGS		LDGS		LDGS		LDGS
				TECH:		INSP:	

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS	TIME	CONTINUE
		HRS.MINS	ACCRUED	TIME

#>34-42-01-820-801 CALIBRATION NO. 2 RADIO-ALTIMETER TRANSCEIVER
-02

RECORD DATE OF CALIBRATION ____/____/____

GENERIC NO REF,AMM REMARKS :
34-42-01-820-801

Operator: **HERON AVIATION**

Work Card No.: **34.280**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

251BL LH UPPER DOORS DOOR

34-42-01-900-801-02 NO. 2 RADIO-ALTIMETER TRANSCEIVER

252BR RH UPPER DOORS DOOR

34-42-01-900-801-02 NO. 2 RADIO-ALTIMETER TRANSCEIVER

SOURCE SUMMARIES

956 MPD 05-20-34 PAGE NO.:PAGE 1/2 REF: 34-40 INDEPENDENT POSITION DETERMINING DATE: MAR 09/2012 2

34-42-01-820-801-02 CALIBRATION NO. 2 RADIO-ALTIMETER TRANSCEIVER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-42-01-900-801

REMOVAL / INSTALLATION AND ZERO GROUND ADJUSTMENT OF RADIO ALTIMETER RECEIVER / TRANSMITTER

1. OVERVIEW OF THE JOB

Operation codes:

- 34-42-01-900-801-01 radio altimeter 1 receiver/transmitter (**2SA**)
- 34-42-01-900-801-02 radio altimeter 2 receiver/transmitter (**22SA**)

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 53-60-01-900-801	REMOVAL / INSTALLATION OF THE FUSELAGE FAIRINGS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TO-20-932	DIGITAL VOLTMETER	

C. Energy

- ELECTRICAL

D. Access

Reference	Designation
• PAX	PASSENGER DOOR
• 251BL	WING ROOT FRONT ACCESS DOOR
• 252BR	WING ROOT FRONT ACCESS DOOR

E. Miscellaneous

- ZERO HEIGHT ADJUSTMENT CABLE (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

- A. Remove fuselage fairing fillet (Refer to **TASK 53-60-01-900-801**) (**fig. 1**):

- (1) For radio altimeter 1 (**2SA**):
 - (**251BL**).
- (2) For radio altimeter 2 (**22SA**) (A/C with M 1875):
 - (**252BR**).

- B. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. REMOVAL OF RADIO ALTIMETER (2SA)/(22SA)

Refer to **fig. 1**

- A. Disconnect the aircraft cable from connector J1.
- B. Identify and disconnect the antenna cables from transmit and receive connectors J2 and J3.
- C. Remove screws (1) and washers (2) which secure radio altimeter (2SA) or (22SA) (A/C with M 1875)).
- D. Slightly pull radio altimeter (2SA) or (22SA) (A/C with M 1875)) to disconnect the strip connectors.
- E. Remove radio altimeter (2SA) or (22SA) (A/C with M 1875)).

5. INSTALLATION OF RADIO ALTIMETER (2SA)/(22SA)

Refer to **fig. 1**

- A. Make sure that the contact surfaces are clean with no corrosion.
- B. Make sure that the wiring insulating sleeves and the connectors on aircraft side and on RA side are in good condition:
 - No unwanted material in the connectors,
 - No cracks on the wiring insulating sleeves,
 - No pins bent,
 - No corrosion on the electrical connectors.
- C. Position radio altimeter (2SA) or (22SA) (A/C with M 1875)) on its support.
- D. Check that the radio altimeter strip connectors are exactly facing the support connectors.
- E. Push home radio altimeter (2SA) or (22SA) (A/C with M 1875)).
- F. Install washers (2) and screws (1) and check that the radio altimeter is safetied to its support.
- G. Connect the cables to transmit and receive connectors J2 and J3.
- H. Connect the aircraft cable to connector J1.
- I. Make sure that the wiring insulating sleeves do not rub against the aircraft structure.
- J. Perform a Zero Ground Adjustment (see paragraph 6.).

6. ZERO GROUND ADJUSTMENT

Refer to **fig. 1**

CAUTION: DO NOT APPLY POWER TO THE SYSTEM UNLESS THE ANTENNA OR A SUFFICIENT LOAD (50 OHM TERMINATION) IS CONNECTED TO THE TRANSMIT CONNECTOR. THE TWO ANTENNAS MUST BE CONNECTED TO DO THE ZERO HEIGHT ADJUSTMENT. IF THE ANTENNAS ARE NOT CONNECTED, THE RADIO ALTIMETER WILL BE DAMAGED.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: There are two ways to do the zero ground adjustment procedure. Method A is the recommended method because it supplies a more accurate adjustment of the zero height. Method B is the alternative method. If the cable shown in figure 3 is not available or cannot be fabricated, then use method B to adjust the zero height.

A. Use method A to adjust zero height as follows (**fig. 3**):

- (1) Connect the zero height adjustment cable in line with the aircraft cable and connector J1 of the radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)).
- (2) Make sure the transmit and receive connectors J2 and J3 of the radio altimeter are connected to the radio altimeter antennas (**3SA**)/(4SA) or (**23SA**)/(24SA) (A/C with M 1875)).
- (3) Connect the digital voltmeter (DVM) to the cable meter leads.
- (4) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- (5) Operate radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)) for a minimum of 15 minutes (warm-up period).
- (6) Adjust zero altitude adjustment to read 0 ± 2 mV indication on the DVM.

NOTE: Gain access to the potentiometer through a hole in the front panel of the radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)).

- (7) In the cockpit, on circuit breaker panel (**10PP**), disengage the relevant circuit breaker(s) (**fig. 2**):
 - "RAD ALT 1" (**1SA**),
 - "RAD ALT 2" (**21SA**) (A/C with M 1875).
- (8) Disconnect the zero height adjustment cable from connector J1 of the radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)).
- (9) In the cockpit, on circuit breaker panel (**10PP**), engage the relevant circuit breaker(s) (**fig. 2**):
 - "RAD ALT 1" (**1SA**),
 - "RAD ALT 2" (**21SA**) (A/C with M 1875).

B. Use method B to adjust zero height as follows:

- (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- (2) Operate radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)) for a minimum of 15 minutes (warm-up period).
- (3) Adjust zero altitude adjustment until a positive radio altitude shows on one of Primary Flight Display (PFD) (**L12FV**) or (**R12FV**) (**fig. 2**).

NOTE: Gain access to the potentiometer through a hole in the front panel of the radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)).

- (4) Adjust zero altitude adjustment for a zero foot display indication on one of PFD (**L12FV**) or (**R12FV**) (**fig. 2**).

C. Perform an operational test of the radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)) (Refer to **TASK 34-42-00-710-801**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

7. FINAL STEPS

- A. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with Electrical Ground Power Unit").
- B. Install fuselage fairing fillet (Refer to [TASK 53-60-01-900-801](#)) (**fig. 1**):
 - (1) For radio altimeter 1 ([2SA](#)):
 - ([251BL](#)).
 - (2) For radio altimeter 2 ([22SA](#)) (A/C with M 1875):
 - ([252BR](#)).
- C. Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

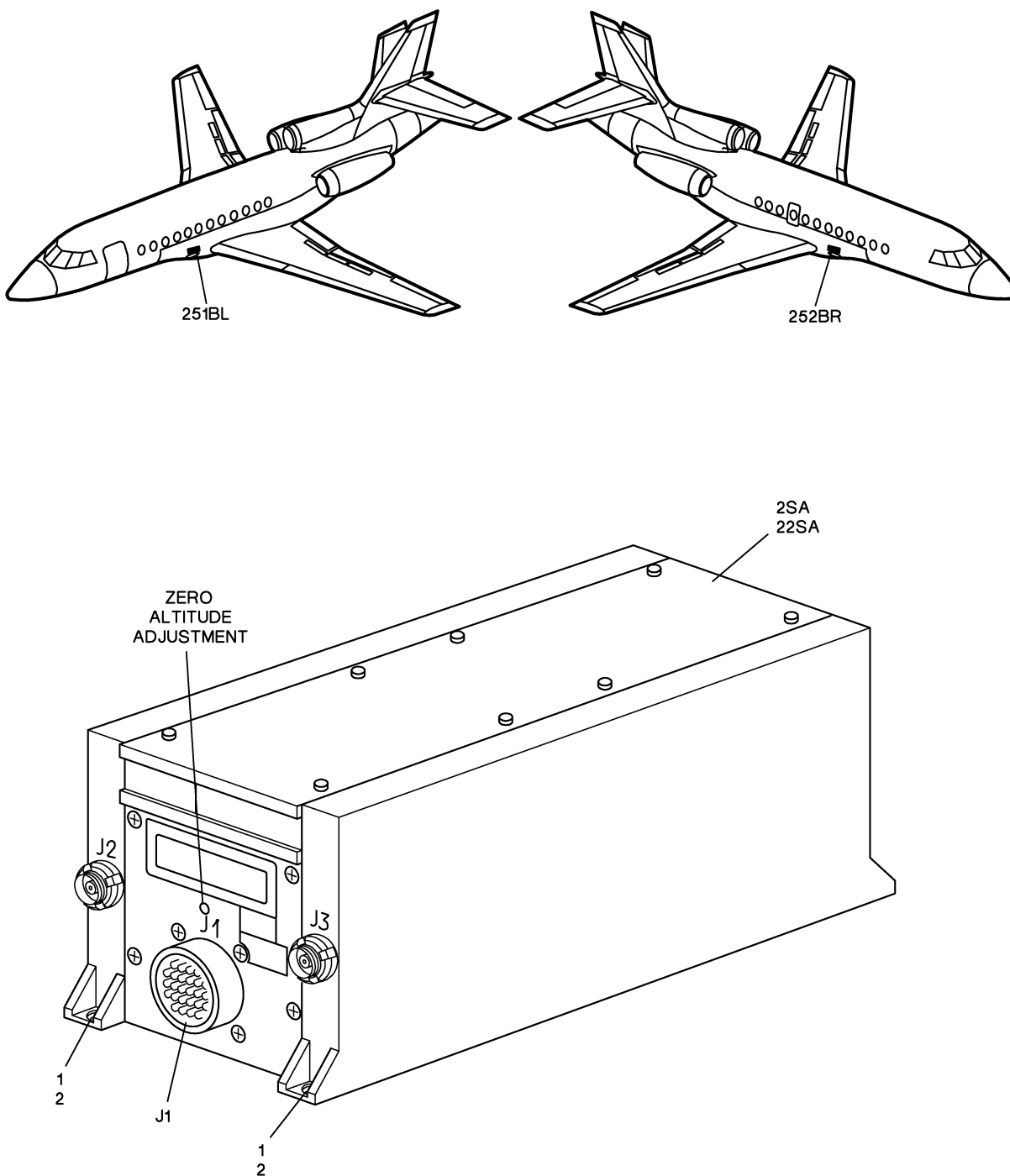


Figure 1: Removal/Installation of Radio Altimeter

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

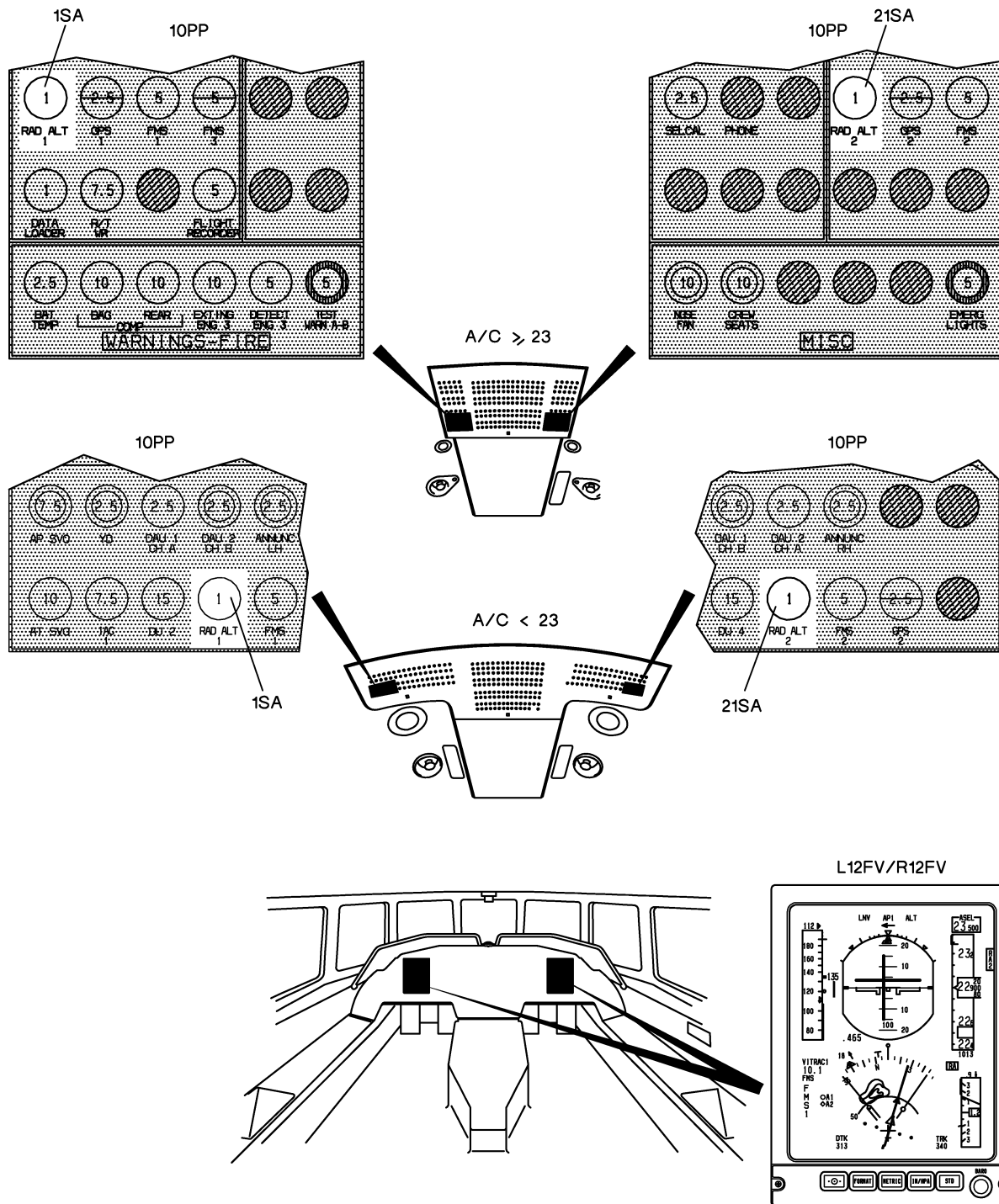
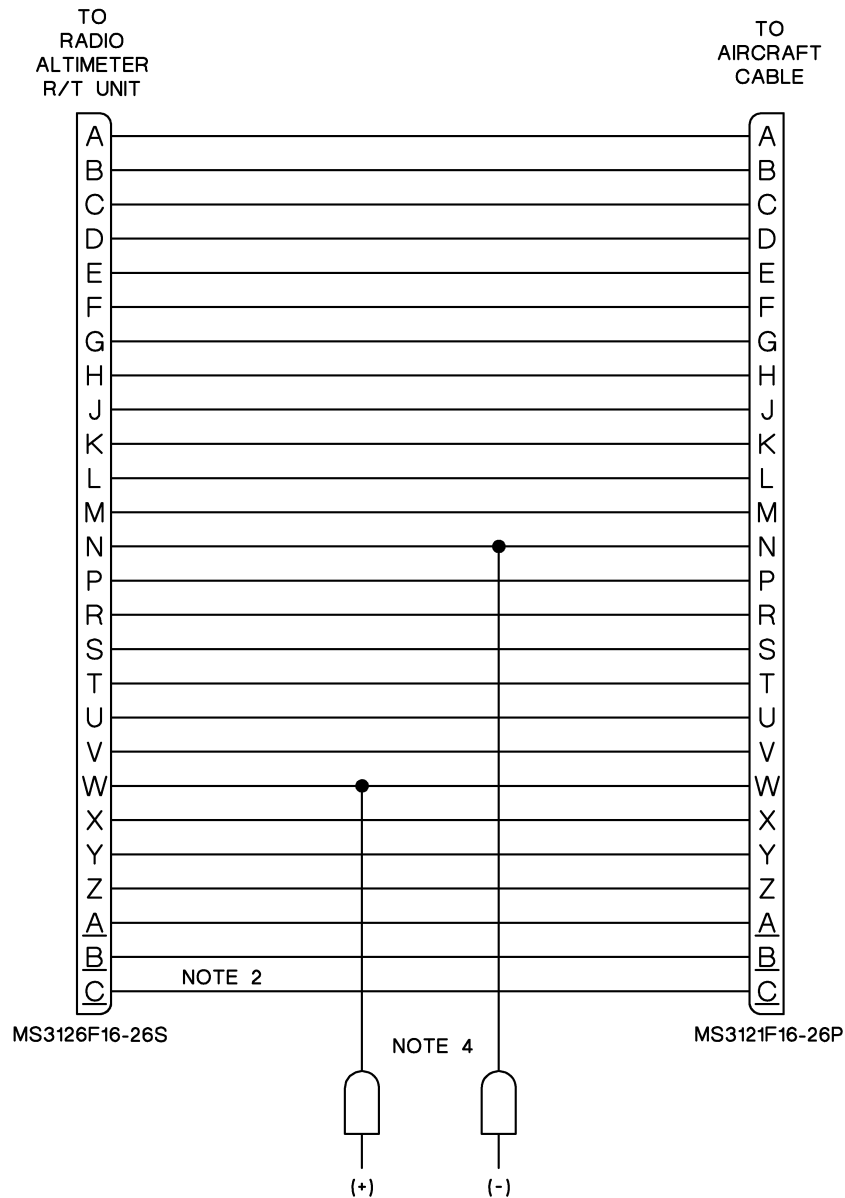


Figure 2: Location of Cockpit Controls

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTES:

1. ALL WIRING 22 AWG, EXCEPT AS NOTED.
2. WIRING FOR PINS B AND C IS 20 AWG.
3. LENGTH OF CABLE IS SIX INCHES.
4. LENGTH OF DVM LEADS ARE AS REQUIRED.
CONNECT PLUG TO LEADS AS REQUIRED TO CONNECT TO DVM.

Figure 3: Radio Altimeter R/T Adjustment - DVM Pin Connection Location

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-42-01-820-801

CALIBRATION OF THE RADIO ALTIMETER RECEIVER / TRANSMITTER

1. OVERVIEW OF THE JOB

Operation codes:

- 34-42-01-820-801-01 radio altimeter 1 receiver/transmitter (**2SA**)
- 34-42-01-820-801-02 radio altimeter 2 receiver/transmitter (**22SA**)

This task consists in bench checking the radio altimeter receiver/transmitter (see Part 91, Appendix A).

This operation must be performed by an authorized Repair Agent.

For Removal/Installation of the radio altimeter receiver/transmitter, refer to the AMM (Refer to **TASK 34-42-01-900-801**).

2. LOGISTICS

A. References

Reference

- **34-42-01-900-801**

Designation

REMOVAL / INSTALLATION AND ZERO GROUND ADJUSTMENT OF
RADIO ALTIMETER RECEIVER / TRANSMITTER

Project No: **BDHRN002**Panel Job Card No **0002**

20000622 0002



Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove - scheduling

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**Zone: **800 Doors**

Work Center	
FALCON A/C	

Access Panels listed on this card:

850DZ,850EZ,850FZ,850GZ,BAG,EMERG,MSD,PAX

0001	Panel/Door 850DZ Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069190 Oper.: 0010	
0002	Panel/Door 850EZ Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069192 Oper.: 0010	
0003	Panel/Door 850FZ Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069194 Oper.: 0010	
0004	Panel/Door 850GZ Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069196 Oper.: 0010	
0005	Panel/Door BAG Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069198 Oper.: 0010	
0006	Panel/Door EMERG Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069200 Oper.: 0010	
0007	Panel/Door MSD Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069202 Oper.: 0010	

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**

Panel Job Card No **0002**

20000622 0002



Sheet 2 of 2

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

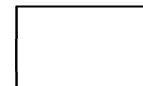
Zone: **800 Doors**

Work Center	
FALCON A/C	

0008	Panel/Door PAX Opened/Removed	Remove Panel	
	Activity: 1002		
	Order: 80069204 Oper.: 0010		

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0003**

20000622 0003



Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove - scheduling

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**Zone: **300 Empennage**

Work Center	
FALCON A/C	

Access Panels listed on this card:

311AR,311BR,312AL,323EL,323H,325AL,325AR,331BT,335AL,341BT,345AR,351AZ

0001	Panel/Door 311AR Opened/Removed	Remove Panel
	Activity: 1000 	
	Order: 80068994 Oper.: 0010	
0002	Panel/Door 311BR Opened/Removed	Remove Panel
	Activity: 1000 	
	Order: 80068996 Oper.: 0010	
0003	Panel/Door 312AL Opened/Removed	Remove Panel
	Activity: 1000 	
	Order: 80068998 Oper.: 0010	
0004	Panel/Door 323EL Opened/Removed	Remove Panel
	Activity: 1017 	
	Order: 80069000 Oper.: 0010	
0005	Panel/Door 323H Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069002 Oper.: 0010	
0006	Panel/Door 325AL Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069004 Oper.: 0010	
0007	Panel/Door 325AR Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069006 Oper.: 0010	

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0003**

20000622 0003



Sheet 2 of 2

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

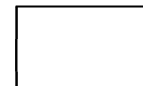
Work Center	
FALCON A/C	

Zone: **300 Empennage**

0008	Panel/Door 331BT Opened/Removed Activity: 1017 	Remove Panel
	Order: 80069008 Oper.: 0010	
0009	Panel/Door 335AL Opened/Removed Activity: 1001 	Remove Panel
	Order: 80069010 Oper.: 0010	
0010	Panel/Door 341BT Opened/Removed Activity: 1017 	Remove Panel
	Order: 80069012 Oper.: 0010	
0011	Panel/Door 345AR Opened/Removed Activity: 1001 	Remove Panel
	Order: 80069014 Oper.: 0010	
0012	Panel/Door 351AZ Opened/Removed Activity: 1000 	Remove Panel
	Order: 80069016 Oper.: 0010	

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Operator Code: -

Form No: JA-SAP-MTX-003

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0004**

20000622 0004



Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove - scheduling

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

Zone: **700 Landing Gear and Landing Gear****Access Panels listed on this card:**

711AB,712AB,713AB,714AB,731AB,732AB,741AB,742AB

0001	Panel/Door 711AB Opened/Removed	Remove Panel
	Activity: 1002 	
	Order: 80069174 Oper.: 0010	
0002	Panel/Door 712AB Opened/Removed	Remove Panel
	Activity: 1050 	
	Order: 80069176 Oper.: 0010	
0003	Panel/Door 713AB Opened/Removed	Remove Panel
	Activity: 1002 	
	Order: 80069178 Oper.: 0010	
0004	Panel/Door 714AB Opened/Removed	Remove Panel
	Activity: 1002 	
	Order: 80069180 Oper.: 0010	
0005	Panel/Door 731AB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069182 Oper.: 0010	
0006	Panel/Door 732AB Opened/Removed	Remove Panel
	Activity: 1052 	
	Order: 80069184 Oper.: 0010	
0007	Panel/Door 741AB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069186 Oper.: 0010	

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**

Panel Job Card No **0004**

20000622 0004



Sheet 2 of 2

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

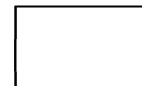
Work Center	
FALCON A/C	

Zone: **700 Landing Gear and Landing Gear**

0008	Panel/Door 742AB Opened/Removed	Remove Panel	
	Activity: 1051		
	Order: 80069188 Oper.: 0010		

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Operator Code: -

Form No: JA-SAP-MTX-003

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0005**

20000622 0005



Sheet 1 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

Zone: **500 Left Wing****Access Panels listed on this card:**

512BB,512CB,512DB,522AB,522BB,522CB,522DB,522EB,522FB,550AB,561AB,561AT,561CT,563AB,563BB,563DB,563EB,563HB,571AB,571AT,571CT,571ET,571FT,574AB,574BB,574DB

0001	Panel/Door 512BB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069070 Oper.: 0010	
0002	Panel/Door 512CB Opened/Removed	Remove Panel
	Activity: 1000 	
	Order: 80069072 Oper.: 0010	
0003	Panel/Door 512DB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069074 Oper.: 0010	
0004	Panel/Door 522AB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069076 Oper.: 0010	
0005	Panel/Door 522BB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069078 Oper.: 0010	
0006	Panel/Door 522CB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069080 Oper.: 0010	
0007	Panel/Door 522DB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069082 Oper.: 0010	

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0005**

20000622 0005



Rev No: 20000622

Model.: F900EX

Sheet 2 of 4

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove - scheduling

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

Zone: **500 Left Wing**

0008	Panel/Door 522EB Opened/Removed		Remove Panel
	Activity: 1003		
	Order: 80069084 Oper.: 0010		
0009	Panel/Door 522FB Opened/Removed		Remove Panel
	Activity: 1003		
	Order: 80069086 Oper.: 0010		
0010	Panel/Door 550AB Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069088 Oper.: 0010		
0011	Panel/Door 561AB Opened/Removed		Remove Panel
	Activity: 1000		
	Order: 80069090 Oper.: 0010		
0012	Panel/Door 561AT Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069092 Oper.: 0010		
0013	Panel/Door 561CT Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069094 Oper.: 0010		
0014	Panel/Door 563AB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80069096 Oper.: 0010		
0015	Panel/Door 563BB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80069098 Oper.: 0010		

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0005**

20000622 0005



Rev No: 20000622

Model.: F900EX

Sheet 3 of 4

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove - scheduling

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

Zone: **500 Left Wing**

0016	Panel/Door 563DB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80069100 Oper.: 0010		
0017	Panel/Door 563EB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80069102 Oper.: 0010		
0018	Panel/Door 563HB Opened/Removed		Remove Panel
	Activity: 1000		
	Order: 80069104 Oper.: 0010		
0019	Panel/Door 571AB Opened/Removed		Remove Panel
	Activity: 1000		
	Order: 80069106 Oper.: 0010		
0020	Panel/Door 571AT Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069108 Oper.: 0010		
0021	Panel/Door 571CT Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069110 Oper.: 0010		
0022	Panel/Door 571ET Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069112 Oper.: 0010		
0023	Panel/Door 571FT Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069114 Oper.: 0010		

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0005**

20000622 0005



Sheet 4 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

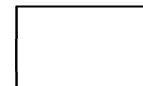
Work Center	
FALCON A/C	

Zone: **500 Left Wing**

0024	Panel/Door 574AB Opened/Removed		Remove Panel	
	Activity: 1001			
	Order: 80069116 Oper.: 0010			
0025	Panel/Door 574BB Opened/Removed		Remove Panel	
	Activity: 1001			
	Order: 80069118 Oper.: 0010			
0026	Panel/Door 574DB Opened/Removed		Remove Panel	
	Activity: 1001			
	Order: 80069120 Oper.: 0010			

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0006**

20000622 0006



Sheet 1 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

Zone: **100 Lower Half of Fuselage****Access Panels listed on this card:**

110AZ,113EZ,113FZ,113HZ,114DZ,124AB,130A,143BL,160AB,184AB,184BB,190AB,193AL,193BL,193CL,194AR,194BR,194CR,194ER

0001	Panel/Door 160AB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80068862 Oper.: 0010		
0002	Panel/Door 184AB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80068864 Oper.: 0010		
0003	Panel/Door 194BR Opened/Removed		Remove Panel
	Activity: 1000		
	Order: 80068866 Oper.: 0010		
0004	Panel/Door 110AZ Opened/Removed		Remove Panel
	Activity: 1018		
	Order: 80068868 Oper.: 0010		
0005	Panel/Door 113EZ Opened/Removed		Remove Panel
	Activity: 1003		
	Order: 80068870 Oper.: 0010		
0006	Panel/Door 113FZ Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80068872 Oper.: 0010		
0007	Panel/Door 113HZ Opened/Removed		Remove Panel
	Activity: 1003		
	Order: 80068874 Oper.: 0010		

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0006**

20000622 0006



Sheet 2 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

Zone: **100 Lower Half of Fuselage**

0008	Panel/Door 114DZ Opened/Removed	Remove Panel
	Activity: 1017 	
	Order: 80068876 Oper.: 0010	
0009	Panel/Door 124AB Opened/Removed	Remove Panel
	Activity: 1000 	
	Order: 80068878 Oper.: 0010	
0010	Panel/Door 130A Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80068940 Oper.: 0010	
0011	Panel/Door 143BL Opened/Removed	Remove Panel
	Activity: 1017 	
	Order: 80068942 Oper.: 0010	
0012	Panel/Door 184BB Opened/Removed	Remove Panel
	Activity: 1000 	
	Order: 80068944 Oper.: 0010	
0013	Panel/Door 190AB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80068946 Oper.: 0010	
0014	Panel/Door 193AL Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80068948 Oper.: 0010	
0015	Panel/Door 193BL Opened/Removed	Remove Panel
	Activity: 1000 	
	Order: 80068950 Oper.: 0010	

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0006**

20000622 0006



Sheet 3 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

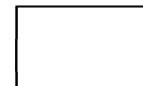
Work Center	
FALCON A/C	

Zone: **100 Lower Half of Fuselage**

0016	Panel/Door 193CL Opened/Removed		Remove Panel
	Activity: 1000		
	Order: 80068952 Oper.: 0010		
0017	Panel/Door 194AR Opened/Removed		Remove Panel
	Activity: 1002		
	Order: 80068954 Oper.: 0010		
0018	Panel/Door 194CR Opened/Removed		Remove Panel
	Activity: 1000		
	Order: 80068956 Oper.: 0010		
0019	Panel/Door 194ER Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80068958 Oper.: 0010		

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Operator Code: -

Form No: JA-SAP-MTX-003

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0007**

20000622 0007



Sheet 1 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

Zone: **400 Powerplant and Nacelle Struts****Access Panels listed on this card:**

411AL,413AB,414AT,417AL,417BL,421AR,423AB,424AT,427AR,427BR,454A,454AB,454CT,454EB,455AL,456AR

0001	Panel/Door 411AL Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069018 Oper.: 0010	
0002	Panel/Door 413AB Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069020 Oper.: 0010	
0003	Panel/Door 414AT Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069022 Oper.: 0010	
0004	Panel/Door 417AL Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069024 Oper.: 0010	
0005	Panel/Door 417BL Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069026 Oper.: 0010	
0006	Panel/Door 421AR Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069028 Oper.: 0010	
0007	Panel/Door 423AB Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069030 Oper.: 0010	

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0007**

20000622 0007



Sheet 2 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

Zone: **400 Powerplant and Nacelle Struts**

0008	Panel/Door 424AT Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069032 Oper.: 0010	
0009	Panel/Door 427AR Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069034 Oper.: 0010	
0010	Panel/Door 427BR Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069036 Oper.: 0010	
0011	Panel/Door 454A Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069038 Oper.: 0010	
0012	Panel/Door 454AB Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069060 Oper.: 0010	
0013	Panel/Door 454CT Opened/Removed	Remove Panel
	Activity: 1000 	
	Order: 80069062 Oper.: 0010	
0014	Panel/Door 454EB Opened/Removed	Remove Panel
	Activity: 1000 	
	Order: 80069064 Oper.: 0010	
0015	Panel/Door 455AL Opened/Removed	Remove Panel
	Activity: 1001 	
	Order: 80069066 Oper.: 0010	

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**

Panel Job Card No **0007**

20000622 0007



Sheet 3 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

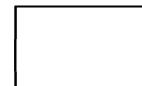
Work Center	
FALCON A/C	

Zone: **400 Powerplant and Nacelle Struts**

0016	Panel/Door 456AR Opened/Removed	Remove Panel	
	Activity: 1001		
	Order: 80069068 Oper.: 0010		

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Operator Code: -

Form No: JA-SAP-MTX-003

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0008**

20000622 0008



Rev No: 20000622

Model.: F900EX

Sheet 1 of 4

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove - scheduling

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

Zone: **600 Right Wing****Access Panels listed on this card:**

612BB,612CB,612DB,622AB,622BB,622CB,622DB,622EB,622FB,650AB,661AB,661AT,661CT,663AB,663BB,663DB,663EB,663HB,671AB,671AT,671CT,671ET,671FT,674AB,674BB,674DB

0001	Panel/Door 612BB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069122 Oper.: 0010	
0002	Panel/Door 612CB Opened/Removed	Remove Panel
	Activity: 1000 	
	Order: 80069124 Oper.: 0010	
0003	Panel/Door 612DB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069126 Oper.: 0010	
0004	Panel/Door 622AB Opened/Removed	Remove Panel
	Activity: 1017 	
	Order: 80069128 Oper.: 0010	
0005	Panel/Door 622BB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069130 Oper.: 0010	
0006	Panel/Door 622CB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069132 Oper.: 0010	
0007	Panel/Door 622DB Opened/Removed	Remove Panel
	Activity: 1003 	
	Order: 80069134 Oper.: 0010	

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0008**

20000622 0008



Sheet 2 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

Zone: **600 Right Wing**

0008	Panel/Door 622EB Opened/Removed		Remove Panel
	Activity: 1003		
	Order: 80069136 Oper.: 0010		
0009	Panel/Door 622FB Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069138 Oper.: 0010		
0010	Panel/Door 650AB Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069140 Oper.: 0010		
0011	Panel/Door 661AB Opened/Removed		Remove Panel
	Activity: 1000		
	Order: 80069142 Oper.: 0010		
0012	Panel/Door 661AT Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069144 Oper.: 0010		
0013	Panel/Door 661CT Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069146 Oper.: 0010		
0014	Panel/Door 663AB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80069148 Oper.: 0010		
0015	Panel/Door 663BB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80069150 Oper.: 0010		

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0008**

20000622 0008



Sheet 3 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

Zone: **600 Right Wing**

0016	Panel/Door 663DB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80069152 Oper.: 0010		
0017	Panel/Door 663EB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80069154 Oper.: 0010		
0018	Panel/Door 663HB Opened/Removed		Remove Panel
	Activity: 1000		
	Order: 80069156 Oper.: 0010		
0019	Panel/Door 671AB Opened/Removed		Remove Panel
	Activity: 1000		
	Order: 80069158 Oper.: 0010		
0020	Panel/Door 671AT Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069160 Oper.: 0010		
0021	Panel/Door 671CT Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069162 Oper.: 0010		
0022	Panel/Door 671ET Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069164 Oper.: 0010		
0023	Panel/Door 671FT Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80069166 Oper.: 0010		

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0008**

20000622 0008



Sheet 4 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Remove - scheduling

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

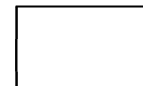
Work Center	
FALCON A/C	

Zone: **600 Right Wing**

0024	Panel/Door 674AB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80069168 Oper.: 0010		
0025	Panel/Door 674BB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80069170 Oper.: 0010		
0026	Panel/Door 674DB Opened/Removed		Remove Panel
	Activity: 1001		
	Order: 80069172 Oper.: 0010		

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0009**

20000622 0009



Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove - scheduling

Starting Work Centre: MTX FALCON TEAM

Job Description: **REMOVE PANEL CARD**

Work Center	
FALCON A/C	

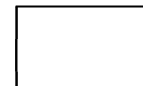
Zone: **200 Upper Half of Fuselage****Access Panels listed on this card:**

210A,241AZ,251BL,251CL,252BR,252CR,281DZ

0001	Panel/Door 210A Opened/Removed		Remove Panel
	Activity: 1003		
	Order: 80068980 Oper.: 0010		
0002	Panel/Door 241AZ Opened/Removed		Remove Panel
	Activity: 1046		
	Order: 80068982 Oper.: 0010		
0003	Panel/Door 251BL Opened/Removed		Remove Panel
	Activity: 1034		
	Order: 80068984 Oper.: 0010		
0004	Panel/Door 251CL Opened/Removed		Remove Panel
	Activity: 1017		
	Order: 80068986 Oper.: 0010		
0005	Panel/Door 252BR Opened/Removed		Remove Panel
	Activity: 1035		
	Order: 80068988 Oper.: 0010		
0006	Panel/Door 252CR Opened/Removed		Remove Panel
	Activity: 1003		
	Order: 80068990 Oper.: 0010		
0007	Panel/Door 281DZ Opened/Removed		Remove Panel
	Activity: 1003		
	Order: 80068992 Oper.: 0010		

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Operator Code: -

Form No: JA-SAP-MTX-003

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0010**

Notif.No.: 10049215

Activity: **1020**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove

Starting Work Centre: FALCON A/C TEAM

Job Description: **SERV EPS 1**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 33

Work Center	
FALCON A/C	
MTX AVIO DEPT	
COMPONENT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Access Performed						 Order: 80069301 Operation: 0010 Phase: Remove - 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.						
0002	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.						 Order: 80069301 Operation: 0020 Phase: Remove - scheduling activity Work Center:MTX AVIO DEPT
	Accomplished		Inspected				
	Pers. No.	Date	Pers. No.	Date			
	Stamp		Stamp				
	Completed & Confirmed on SAP IAW MOE 2.13.						
0003	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.						 Order: 80069301 Operation: 0030 Phase: Remove - scheduling activity Work Center:COMPONENT RPR
	Accomplished		Inspected				
	Pers. No.	Date	Pers. No.	Date			
	Stamp		Stamp				
	Completed & Confirmed on SAP IAW MOE 2.13.						

OEM Code: 33-50-33-610-801-01

Form No: JA-SAP-MTX-002

Operator Code: 33-50-33-610-801-01

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0010**

Notif.No.: 10049215

Activity: **1020**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove

Starting Work Centre: FALCON A/C TEAM

Job Description: **SERV EPS 1**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 33

Work Center	
FALCON A/C	
MTX AVIO DEPT	
COMPONENT	

0004	Access Closed						Order: 80069301 Operation: 0040 Phase: Remove - scheduling activity Work Center: FALCON A/C TEAM
	Accomplished		Inspected				
	Pers. No.	Date	Pers. No.	Date			
	Stamp		Stamp				

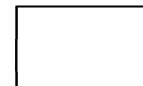
Completed & Confirmed on SAP IAW MOE 2.13.

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: 33-50-33-610-801-01

Operator Code: 33-50-33-610-801-01

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.: 33.180		
Serial No.: 096		Model: FALCON 900EX					
Reg No.: D-AHRN					Workorder No.: _____		

Due At	Date	A/C HRS	AFL	APH			
Accomplished	25-JAN-2013						

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

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

33-50-33-900-801-01	LEFT COCKPIT EMERGENCY LIGHTING (EPS1) POWER SUPPLY	AMM 33-50-33-900-801
---------------------	-----------------------------------------------------	----------------------

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
<i>If removed P/N & S/N information is incorrect please provide details below.</i>												
REMOVED P/N	D734-02-001			S/N	446			LABOR-HRS				
INSTALLED P/N				S/N				PART COST\$				
INSTALLED TSN	MOS		INSTALLED TSO	MOS		TIME SINCE REPAIR	MOS		WARRANTY TIME REMAINING	MOS		
	HRS			HRS			HRS			HRS		
	LDGS			LDGS			LDGS			LDGS		
										TECH:		
										INSP:		

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

33-50-00-720-801-01 FUNCTIONAL TEST NO.1 EMERGENCY LIGHTING (EPS1) POWER SUPPLY SYSTEM

--	--	--	--	--

REMARKS : _____

AMM 33-50-00-720-801

#>33-50-33-610-801 SERVICING NO.1 EMERGENCY LIGHTING (EPS1) POWER SUPPLY

--	--	--	--	--

RECORD DATE OF SERVICE ____/____/____

AMM 33-50-33-610-801

REMARKS : _____

33-50-37-960-802-01 DISCARD LEFT COCKPIT EMERGENCY LIGHTING (EPS1) POWER SUPPLY BATTERY PACK

--	--	--	--	--

REMARKS : _____

AMM 33-50-37-960-802

Operator: **HERON AVIATION**

Work Card No.: **33.180**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

AREA SUMMARIES

F3 COCKPIT

33-50-33-900-801-01 LEFT COCKPIT EMERGENCY LIGHTING (EPS1) POWER SUPPLY

SOURCE SUMMARIES

956 MPD 05-20-33 PAGE NO.:PAGE 1/2 REF: 33-50 EMERGENCY LIGHTING DATE: MAR 09/2012 2

33-50-00-720-801-01 FUNCTIONAL TEST NO.1 EMERGENCY LIGHTING (EPS1) POWER SUPPLY SYSTEM

33-50-33-610-801-01 SERVICING NO.1 EMERGENCY LIGHTING (EPS1) POWER SUPPLY

956 MPD 05-20-33 PAGE NO.:PAGE 2/2 REF: 33-50 EMERGENCY LIGHTING DATE: MAR 09/2012 2

33-50-37-960-802-01 DISCARD LEFT COCKPIT EMERGENCY LIGHTING (EPS1) POWER SUPPLY BATTERY PACK

971 SMM 05-20-00 PAGE NO.:PAGE 3 REF: 33 - BATTERY DATE: MAR 09/12 B

33-50-37-960-802-01 DISCARD LEFT COCKPIT EMERGENCY LIGHTING (EPS1) POWER SUPPLY BATTERY PACK

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 33-50-33-900-801

REMOVAL / INSTALLATION OF THE EMERGENCY POWER SUPPLIES

1. OVERVIEW OF THE JOB

Operation codes:

- | | | |
|--|-----------------------|---------------------------------------------------|
| | • 33-50-33-900-801-01 | EPS 1 (L3LW) |
| | • 33-50-33-900-801-02 | EPS 2 (R3LW) |
| | • 33-50-33-900-801-03 | EPS 3 (4LW) |

2. LOGISTICS

A. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

B. Access

Reference	Designation
• PAX	PASSENGER DOOR

C. Miscellaneous

- CIRCUIT BREAKER LOCKOUT (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

Refer to fig. 1

- A. On cockpit circuit breaker panel (10PP), disengage "EMERG LIGHTS" circuit breaker (1LW).
- B. Secure the disengaged circuit breaker with a circuit breaker lockout.

4. REMOVAL

Refer to fig. 2

- A. Gain access to the relevant emergency lighting EPS:
 - (L3LW) located on the LH side between frames 4 and 5,
 - (R3LW) located on the RH side between frames 4 and 5,
 - (4LW) located on the RH service strip between frames 16 and 17.
- B. Disconnect electrical connector (1).
- C. Unscrew the four screws (2).
- D. Recover washers (3).
- E. Remove the relevant emergency lighting EPS.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

5. INSTALLATION

Refer to **fig. 2**

- A. Install the relevant emergency lighting EPS.
- B. Install washers (3).
- C. Screw the four screws (2).
- D. Connect electrical connector (1).

6. TEST AFTER INSTALLATION

Refer to **fig. 1** and **fig. 3**

CAUTION: THE BATTERY OF EPS MUST BE USED ONLY FOR A SHORT TIME. PERFORM THE NEXT CHECK QUICKLY TO SAVE THE BATTERY POWER CONSUMPTION.

- A. On the overhead panel, set "EMERG LIGHTS" selector switch (**2LW**) to "ARM" (normal in-flight position).

Check that:

- if emergency lighting **EPS 1** (**L3LW**) has been removed, pilot dome light (**L7LH**) illuminates,
- if emergency lighting **EPS 2** (**R3LW**) has been removed, copilot dome light (**R7LH**) illuminates,
- if emergency lighting **EPS 3** (**4LW**) has been removed, "EXIT" sign (**10LW**) illuminates.

- B. Set "EMERG LIGHTS" selector switch (**2LW**) to "OFF".

7. FINAL STEPS

Refer to **fig. 1**

- A. On cockpit circuit breaker panel (**10PP**), remove the circuit breaker lockout from "EMERG LIGHTS" circuit breaker (**1LW**).
- B. Engage "EMERG LIGHTS" circuit breaker (**1LW**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

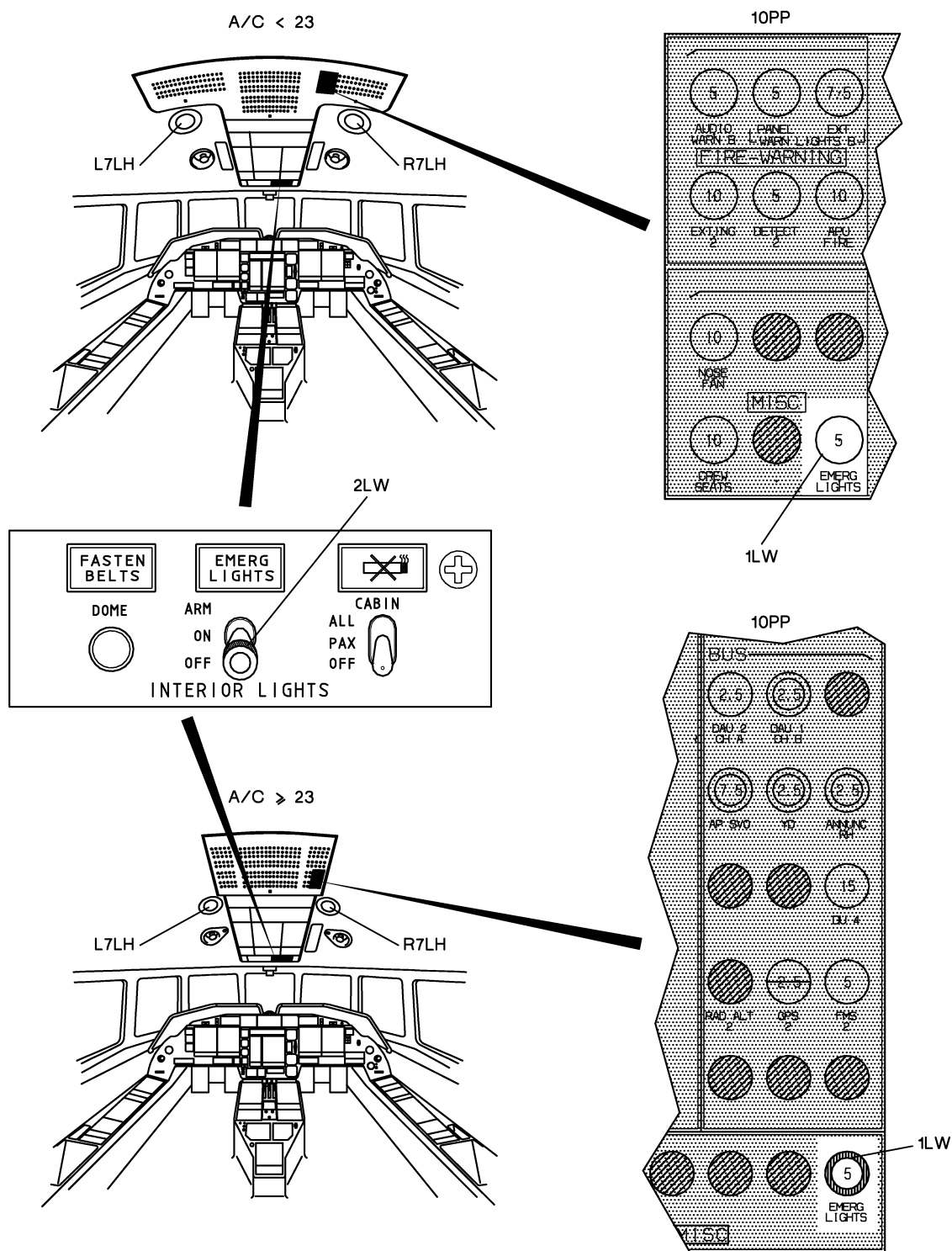


Figure 1: Location of Cockpit Controls and Pilot/Copilot Dome Lights

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

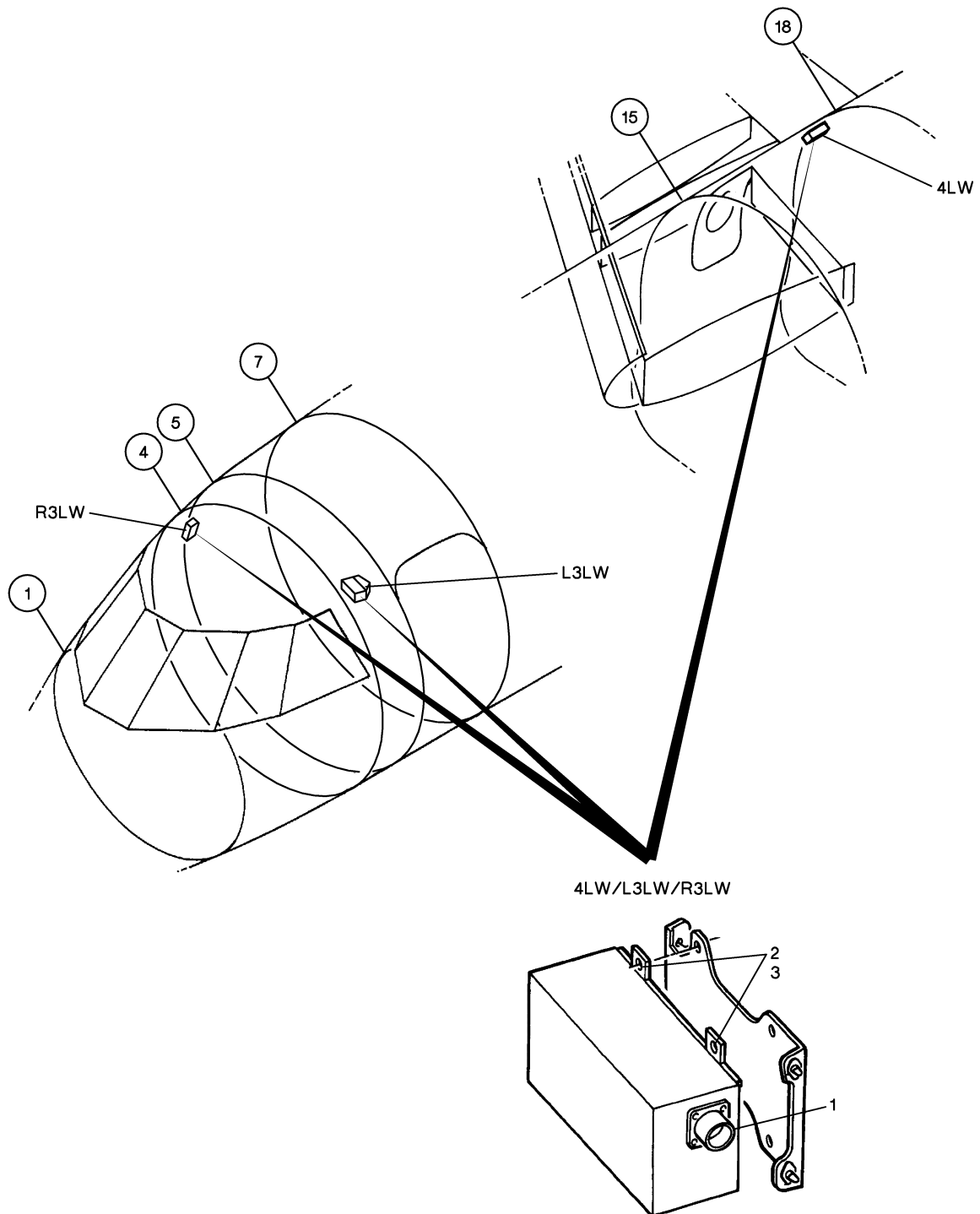
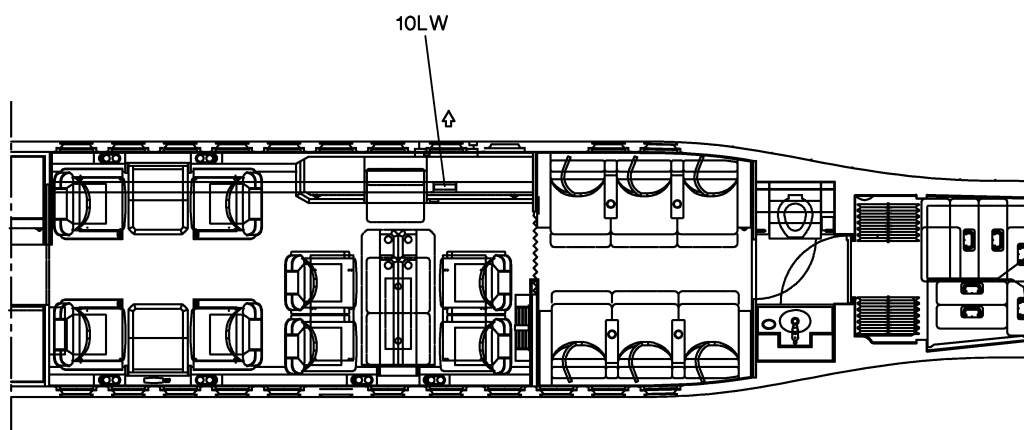


Figure 2: Removal/Installation of Emergency Lighting EPS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTE: CABIN LAYOUT MAY VARY DEPENDING ON AIRCRAFT

Figure 3: Location of "EXIT" sign (10LW)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 33-50-00-720-801 FUNCTIONAL TEST OF THE EMERGENCY LIGHTING SYSTEM

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|-----------------------|
| • 33-50-00-720-801-01 | EPS 1 (L3LW) |
| • 33-50-00-720-801-02 | EPS 2 (R3LW) |
| • 33-50-00-720-801-03 | EPS 3 (4LW) |

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**
- **33-50-33-610-801**
- **33-50-37-900-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
SERVICING OF THE EMERGENCY POWER SUPPLIES
REMOVAL / INSTALLATION OF THE EPS BATTERY PACKS (PAGE)

B. Energy

- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

- A. Connect the electrical Ground Power Unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- B. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

4. TEST OF THE EMERGENCY LIGHTING

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

- A. On the overhead panel, set "EMERG LIGHTS" selector switch (**2LW**) to "ON" (test position).

Check that:

- the emergency lights illuminate,
- "EMERG LIGHTS" indicator light (**5LW**) is illuminated.

- B. Set "EMERG LIGHTS" selector switch (**2LW**) to "ARM" (normal in-flight position).

Check that:

- the emergency lights extinguish,
- "EMERG LIGHTS" indicator light (**5LW**) extinguishes.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

C. On circuit breaker panel (**10PP**), disengage "EMERG LIGHTS" circuit breaker (**1LW**).

D. Check that the emergency lights illuminate.

E. Keep the emergency lights illuminated for 10 minutes.

For this time, check that the following emergency lights are illuminated:

- the emergency lights supplied by emergency lighting EPS (**L3LW**): "EXIT" sign (**7LW**), passenger door spotlights (**8LW**)/(**9LW**) and pilot dome light (**L7LH**),
- the emergency lights supplied by emergency lighting EPS (**R3LW**): copilot dome light (**R7LH**) and "TO UNLOCK MOVE UPWARD THE YELLOW HANDLE" door sign (**6LW**),
- the emergency lights supplied by emergency lighting EPS (**4LW**): emergency "EXIT" sign (**10LW**), "PULL HERE TO OPEN" sign (**15LW**), emergency exit handle light (**14LW**), outside emergency exit light (**11LW**) and evacuation light (**12LW**).

F. Check that the lighting intensity does not decrease during the 10 minutes.

NOTE: If the lighting intensity decreases unexpectedly before the 10 minutes have elapsed:

- perform a quick charging (see paragraph "Quick charge"),
- repeat the test (paragraphs 4.C to 4.F),
- if the test fails again, replace the battery pack (Refer to **TASK 33-50-37-900-801**).

G. Set "EMERG LIGHTS" selector switch (**2LW**) to "ON".

Check that:

- the emergency lights remain illuminated,
- "EMERG LIGHTS" indicator light (**5LW**) illuminates.

H. Set "EMERG LIGHTS" selector switch (**2LW**) to "OFF".

Check that:

- the emergency lights extinguish,
- "EMERG LIGHTS" indicator light (**5LW**) extinguishes.

I. Charge the batteries by performing a servicing or a quick charge:

(1) Servicing of emergency lighting EPS.

- (a) Set "EMERG LIGHTS" selector switch (**2LW**) to "OFF".
- (b) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- (c) Disconnect the electrical Ground Power Unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").
- (d) Perform a servicing of emergency lighting EPS (Refer to **TASK 33-50-33-610-801**).

(2) Quick charge.

- (a) Engage "EMERG LIGHTS" circuit breaker (**1LW**).
- (b) Set "EMERG LIGHTS" selector switch (**2LW**) to "ARM".

FALCON 900EX

AIRCRAFT MAINTENANCE MANUAL

- (c) Perform a quick charging of the emergency lighting battery packs, using the aircraft supply for at least 30 minutes.
- (d) Set "EMERG LIGHTS" selector switch (**2LW**) to "OFF".
- (e) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- (f) Disconnect the electrical Ground Power Unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

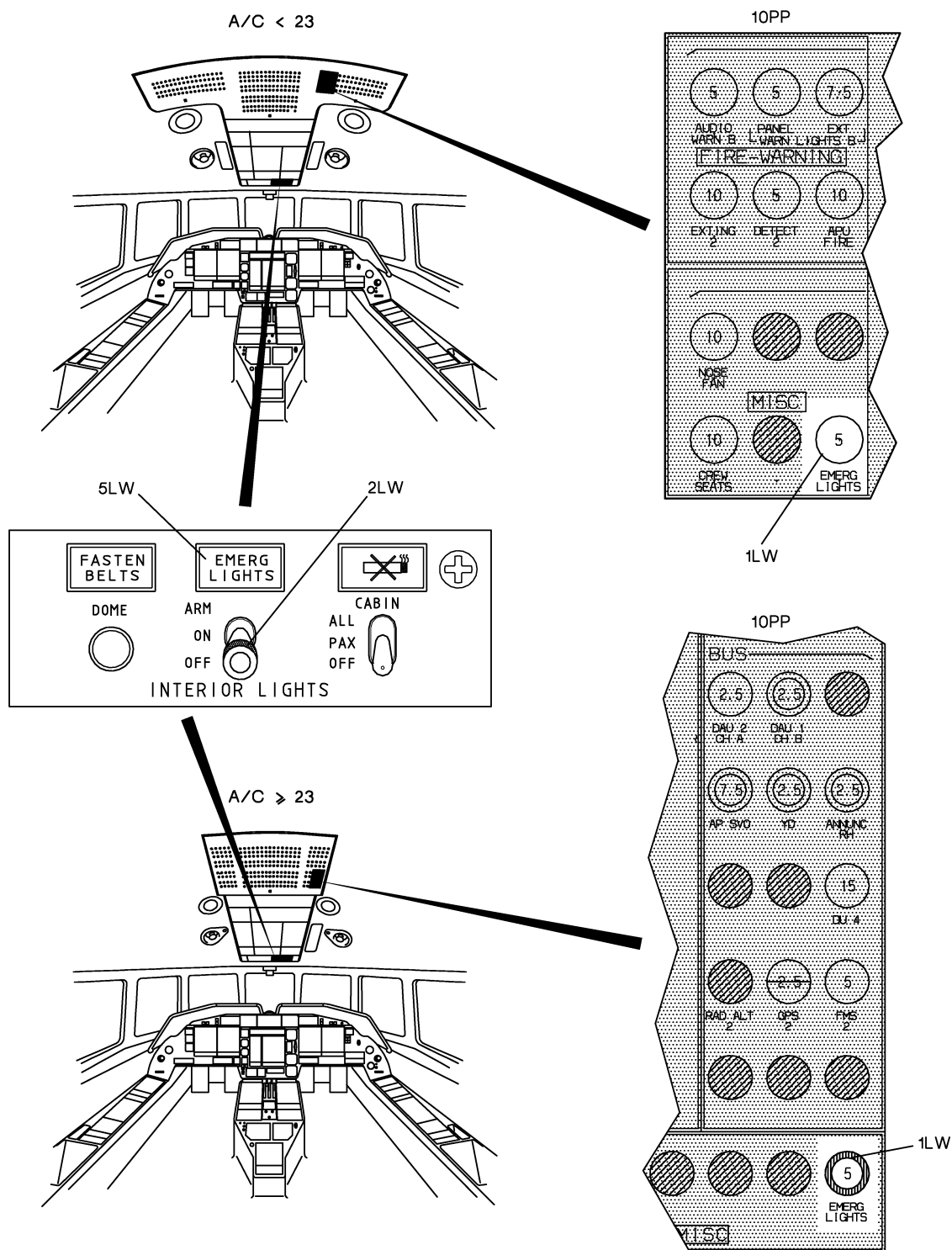
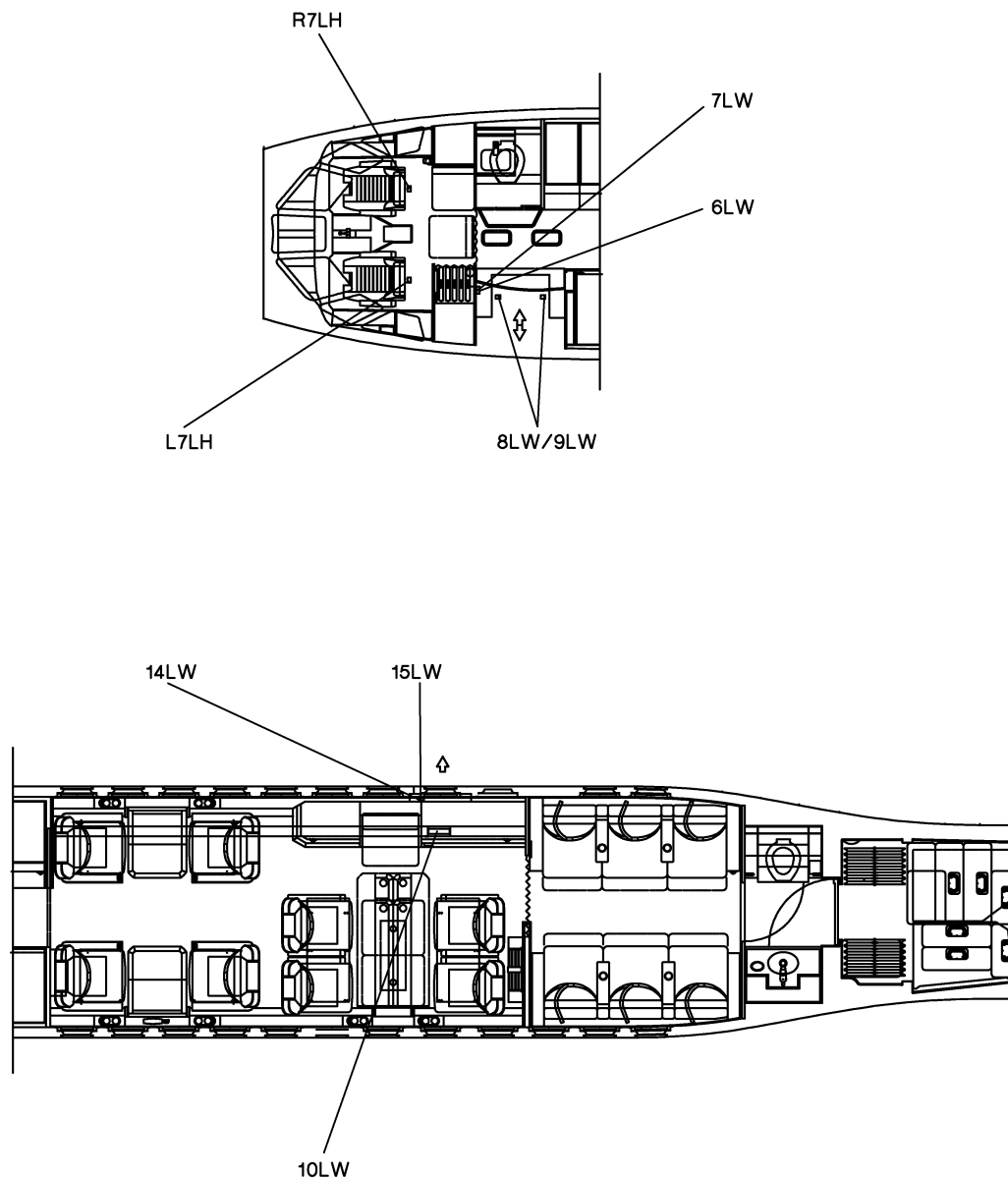


Figure 1: LOCATION OF COCKPIT CONTROLS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTE : CABIN LAYOUT MAY VARY DEPENDING ON A/C

Figure 2: LOCATION OF THE EMERGENCY LIGHTING (INTERIOR SECTION)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

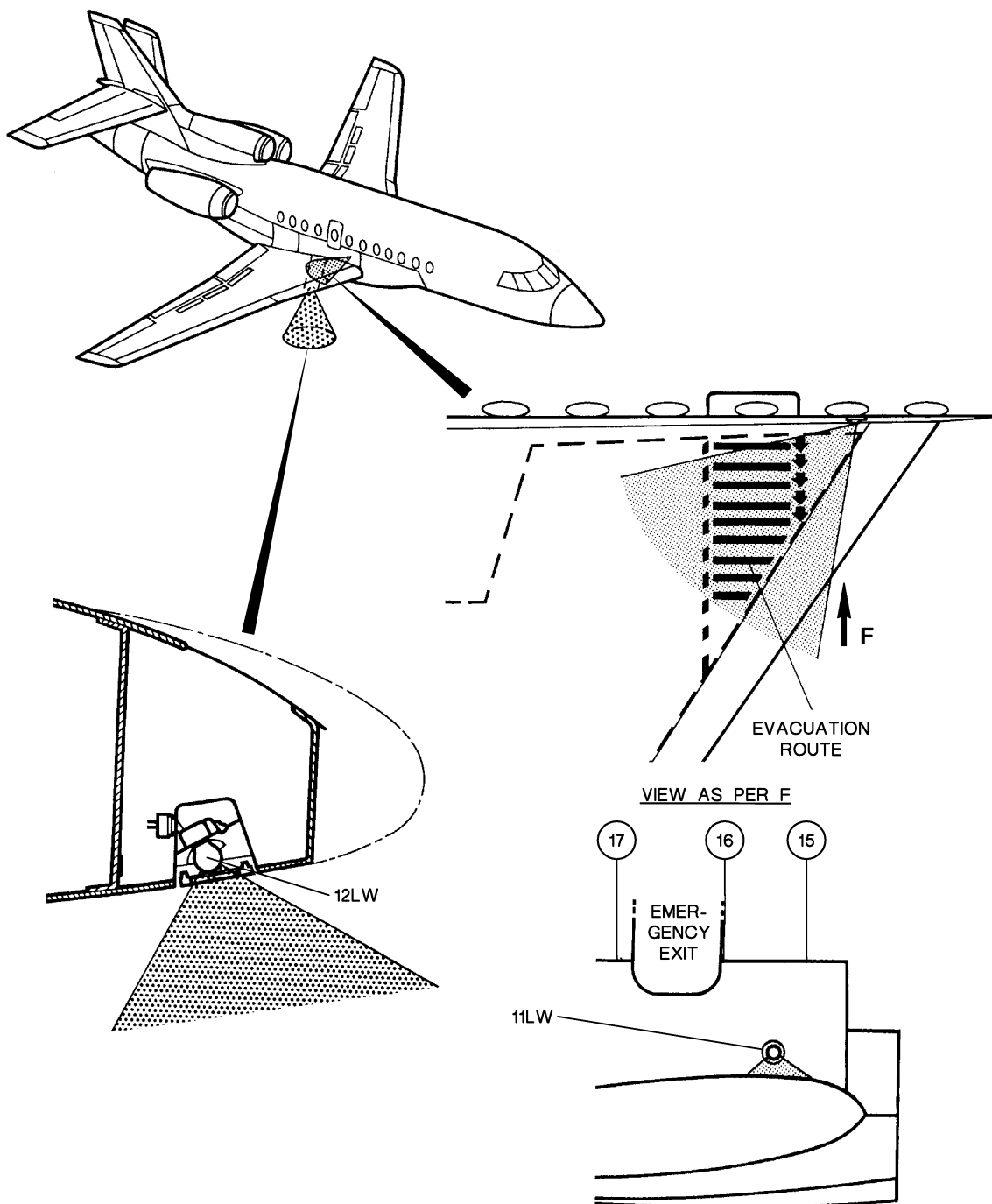


Figure 3: LOCATION OF THE EMERGENCY LIGHTING (EXTERIOR SECTION)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 33-50-33-610-801 SERVICING OF THE EMERGENCY POWER SUPPLIES

1. OVERVIEW OF THE JOB

Operation codes:

- 33-50-33-610-801-01 EPS 1 (**L3LW**)
- 33-50-33-610-801-02 EPS 2 (**R3LW**)
- 33-50-33-610-801-03 EPS 3 (**4LW**)

This procedure is to be performed to check the "PAGE" emergency lighting EPS.

2. LOGISTICS

A. References

Reference	Designation
• 33-50-33-900-801	REMOVAL / INSTALLATION OF THE EMERGENCY POWER SUPPLIES
• 33-50-37-900-801	REMOVAL / INSTALLATION OF THE EPS BATTERY PACKS (PAGE)

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Energy

- ELECTRICAL

D. Miscellaneous

- BATTERY CHARGER (28 ± 0.5 V DC CONSTANT VOLTAGE WITH A CURRENT LIMIT OF 2 A)
- SWITCH (SEE NOTE) (QTY : 2)
- LOAD CIRCUIT (SEE NOTE)

NOTE: The load circuit consists of several 4.5-V (minimum) parallel-connected lamps and a switch (S1).
The total power of the lamps is comprised between 25 and 30 W.
The overall resistance of the circuit must be equal to 0.75 Ω to enable a battery supply of 6 ± 0.3 A.
Refer to **fig. 1**

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Remove the "PAGE" emergency lighting EPS from the aircraft (Refer to **TASK 33-50-33-900-801**, para. "Removal").
- B. On the test setup, set the switches as follows:
 - S1 to "OFF",
 - S2 to "DISCHARGE".
- C. Connect the emergency lighting EPS to the test setup.

Effectivity: A/C WITH PAGE NICKEL-CADMIUM BATTERY

Rev. Date: MAR 09/2012

33-50-33-610-801

page 1 / 4

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. **DISCHARGING**

Refer to **fig. 1**

A. Set the switches as follows:

- S1 to "ARM",
- S2 to "DISCHARGE".

WARNING: DURING THIS TEST, COMPONENTS IN THE EPS UNIT BECOME HOT: THE EPS UNIT CASE WILL BE WARM TO THE TOUCH.

B. Discharge the EPS unit until the lamps extinguish.

C. Set switch S1 to "OFF".

D. Allow the EPS unit case to cool down.

5. **SERVICING**

Refer to **fig. 1**

A. Set switch S2 to "CHARGE".

B. Charge the EPS unit for 16 hours.

NOTE: If the battery was removed from storage, increase this time to 24 hours.

C. Set the switches as follows:

- S1 to "ARM",
- S2 to "DISCHARGE".

WARNING: DURING THIS TEST, COMPONENTS IN THE EPS UNIT BECOME HOT: THE EPS UNIT CASE WILL BE WARM TO THE TOUCH.

D. After 20 minutes, check that the lamps are still illuminated.

E. Continue to discharge the EPS unit until the lamps extinguish.

F. Set switch S1 to "OFF".

G. Allow the EPS unit case to cool down.

H. Set switch S2 to "CHARGE".

I. Charge the EPS unit for 30 minutes.

J. Set the switches as follows:

- S1 to "ARM",
- S2 to "DISCHARGE".

K. Check that the lamps remain illuminated for 10 minutes.

Effectivity: A/C WITH PAGE NICKEL-CADMIUM BATTERY

Rev. Date: MAR 09/2012

33-50-33-610-801

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FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: If the battery test fails, replace the battery pack (Refer to [TASK 33-50-37-900-801](#)).

- L. Discharge the EPS unit until the lamps extinguish.
- M. Set switch S1 to "OFF".
- N. Allow the EPS unit case to cool down.
- O. Set the switches as follows:
 - S1 to "ARM",
 - S2 to "CHARGE".Charge the EPS unit for 16 hours.
- P. Set the switches as follows:
 - S1 to "OFF",
 - S2 to "DISCHARGE".
- Q. Disconnect the emergency lighting EPS from the test setup.
- R. Allow the EPS unit case to cool down.

6. FINAL STEPS

- A. Install the emergency lighting EPS on the aircraft (Refer to [TASK 33-50-33-900-801](#), para. "Installation").
- B. Perform a test of the emergency lighting EPS (Refer to [TASK 33-50-33-900-801](#), para. "Test after Installation").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

EMERGENCY LIGHTING EPS SERVICEABILITY

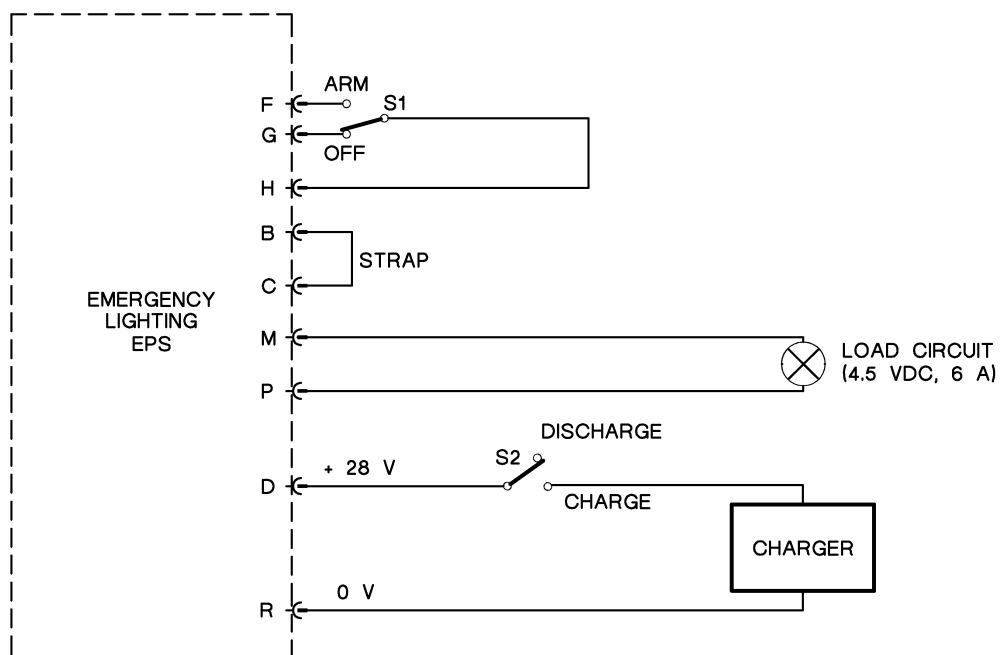


Figure 1: TEST SETUP - CONNECTIONS

Effectivity: A/C WITH PAGE NICKEL-CADMIUM BATTERY

Rev. Date: MAR 09/2012

33-50-33-610-801

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FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 33-50-37-960-802 DISCARD OF THE EPS BATTERY PACKS

1. OVERVIEW OF THE JOB

Operation codes:

- 33-50-37-960-802-01 EPS 1 (**L3LW**) battery pack
- 33-50-37-960-802-02 EPS 2 (**R3LW**) battery pack
- 33-50-37-960-802-03 EPS 3 (**4LW**) battery pack

For Removal/Installation of the EPS battery packs, refer to the AMM (Refer to **TASK 33-50-37-900-801**).
Discard the used battery pack, and dispose of it per the regulations relating to Nickel-Cadmium batteries.

Project No: **BDHRN002**Job Card No **0011**

Notif.No.: 10049216

Activity: **1021**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove

Starting Work Centre: FALCON A/C TEAM

Job Description: **SERV EPS 2**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 33

Work Center	
FALCON A/C	
MTX AVIO DEPT	
COMPONENT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Access Performed						 Order: 80069302 Operation: 0010 Phase: Remove - 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.						
0002	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.						 Order: 80069302 Operation: 0020 Phase: Remove - scheduling activity Work Center:MTX AVIO DEPT
	Accomplished		Inspected				
	Pers. No.	Date	Pers. No.	Date			
	Stamp		Stamp				
	Completed & Confirmed on SAP IAW MOE 2.13.						
0003	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.						 Order: 80069302 Operation: 0030 Phase: Remove - scheduling activity Work Center:COMPONENT RPR
	Accomplished		Inspected				
	Pers. No.	Date	Pers. No.	Date			
	Stamp		Stamp				
	Completed & Confirmed on SAP IAW MOE 2.13.						

OEM Code: 33-50-33-610-801-02

Form No: JA-SAP-MTX-002

Operator Code: 33-50-33-610-801-02

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0011**

Notif.No.: 10049216

Activity: **1021**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove

Starting Work Centre: FALCON A/C TEAM

Job Description: **SERV EPS 2**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 33

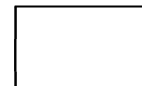
Work Center	
FALCON A/C	
MTX AVIO DEPT	
COMPONENT	

0004	Access Closed						Order: 80069302 Operation: 0040 Phase: Remove - 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: 33-50-33-610-801-02

Operator Code: 33-50-33-610-801-02

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.: **33.180**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	25-JAN-2013						

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

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

33-50-33-900-801-02

RIGHT COCKPIT EMERGENCY LIGHTING (EPS 2) POWER SUPPLY

AMM 33-50-33-900-801

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT
<input type="checkbox"/> DAMAGED					
<input type="checkbox"/> UNKNOWN					
If removed P/N & S/N information is incorrect please provide details below.					
REMOVED P/N	D734-02-001	S/N	1240	LABOR-HRS	
INSTALLED P/N		S/N		PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS
	HRS		HRS		
	LDGS		LDGS		
				WARRANTY TIME REMAINING	MOS
					HRS
					LDGS
				TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

33-50-00-720-801-02 FUNCTIONAL TEST NO.2 EMERGENCY LIGHTING (EPS 2) POWER SUPPLY SYSTEM

☐

REMARKS : _____

AMM 33-50-00-720-801

#>33-50-33-610-801 SERVICING NO.2 EMERGENCY LIGHTING (EPS 2) POWER SUPPLY

☐

RECORD DATE OF SERVICE ____/____/____

AMM 33-50-33-610-801

REMARKS : _____

33-50-37-960-802-02 DISCARD RIGHT COCKPIT EMERGENCY LIGHTING (EPS 2) POWER SUPPLY BATTERY PACK

☐

REMARKS : _____

AMM 33-50-37-960-802

Operator: **HERON AVIATION**

Work Card No.: **33.180**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

AREA SUMMARIES

F3 COCKPIT

33-50-33-900-801-02 RIGHT COCKPIT EMERGENCY LIGHTING (EPS 2) POWER SUPPLY

SOURCE SUMMARIES

956 MPD 05-20-33 PAGE NO.:PAGE 1/2 REF: 33-50 EMERGENCY LIGHTING DATE: MAR 09/2012 2

33-50-00-720-801-02 FUNCTIONAL TEST NO.2 EMERGENCY LIGHTING (EPS 2) POWER SUPPLY SYSTEM

33-50-33-610-801-02 SERVICING NO.2 EMERGENCY LIGHTING (EPS 2) POWER SUPPLY

956 MPD 05-20-33 PAGE NO.:PAGE 2/2 REF: 33-50 EMERGENCY LIGHTING DATE: MAR 09/2012 2

33-50-37-960-802-02 DISCARD RIGHT COCKPIT EMERGENCY LIGHTING (EPS 2) POWER SUPPLY BATTERY PACK

971 SMM 05-20-00 PAGE NO.:PAGE 3 REF: 33 - BATTERY DATE: MAR 09/12 B

33-50-37-960-802-02 DISCARD RIGHT COCKPIT EMERGENCY LIGHTING (EPS 2) POWER SUPPLY BATTERY PACK

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 33-50-33-900-801

REMOVAL / INSTALLATION OF THE EMERGENCY POWER SUPPLIES

1. OVERVIEW OF THE JOB

Operation codes:

- | | | |
|--|-----------------------|-----------------------|
| | • 33-50-33-900-801-01 | EPS 1 (<u>L3LW</u>) |
| | • 33-50-33-900-801-02 | EPS 2 (<u>R3LW</u>) |
| | • 33-50-33-900-801-03 | EPS 3 (<u>4LW</u>) |

2. LOGISTICS

A. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

B. Access

Reference	Designation
• PAX	PASSENGER DOOR

C. Miscellaneous

- | | |
|--|------------------------------------------------------|
| | • <u>CIRCUIT BREAKER LOCKOUT (LOCAL PROCUREMENT)</u> |
|--|------------------------------------------------------|

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. On cockpit circuit breaker panel (10PP), disengage "EMERG LIGHTS" circuit breaker (1LW).
- B. Secure the disengaged circuit breaker with a circuit breaker lockout.

4. REMOVAL

Refer to **fig. 2**

- A. Gain access to the relevant emergency lighting EPS:

	• (<u>L3LW</u>) located on the LH side between frames 4 and 5,
	• (<u>R3LW</u>) located on the RH side between frames 4 and 5,
	• (<u>4LW</u>) located on the RH service strip between frames 16 and 17.
- B. Disconnect electrical connector (1).
- C. Unscrew the four screws (2).
- D. Recover washers (3).
- E. Remove the relevant emergency lighting EPS.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

5. INSTALLATION

Refer to **fig. 2**

- A. Install the relevant emergency lighting EPS.
- B. Install washers (3).
- C. Screw the four screws (2).
- D. Connect electrical connector (1).

6. TEST AFTER INSTALLATION

Refer to **fig. 1** and **fig. 3**

CAUTION: THE BATTERY OF EPS MUST BE USED ONLY FOR A SHORT TIME. PERFORM THE NEXT CHECK QUICKLY TO SAVE THE BATTERY POWER CONSUMPTION.

- A. On the overhead panel, set "EMERG LIGHTS" selector switch (**2LW**) to "ARM" (normal in-flight position).

Check that:

- if emergency lighting **EPS 1 (L3LW)** has been removed, pilot dome light (**L7LH**) illuminates,
- if emergency lighting **EPS 2 (R3LW)** has been removed, copilot dome light (**R7LH**) illuminates,
- if emergency lighting **EPS 3 (4LW)** has been removed, "EXIT" sign (**10LW**) illuminates.

- B. Set "EMERG LIGHTS" selector switch (**2LW**) to "OFF".

7. FINAL STEPS

Refer to **fig. 1**

- A. On cockpit circuit breaker panel (**10PP**), remove the circuit breaker lockout from "EMERG LIGHTS" circuit breaker (**1LW**).
- B. Engage "EMERG LIGHTS" circuit breaker (**1LW**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

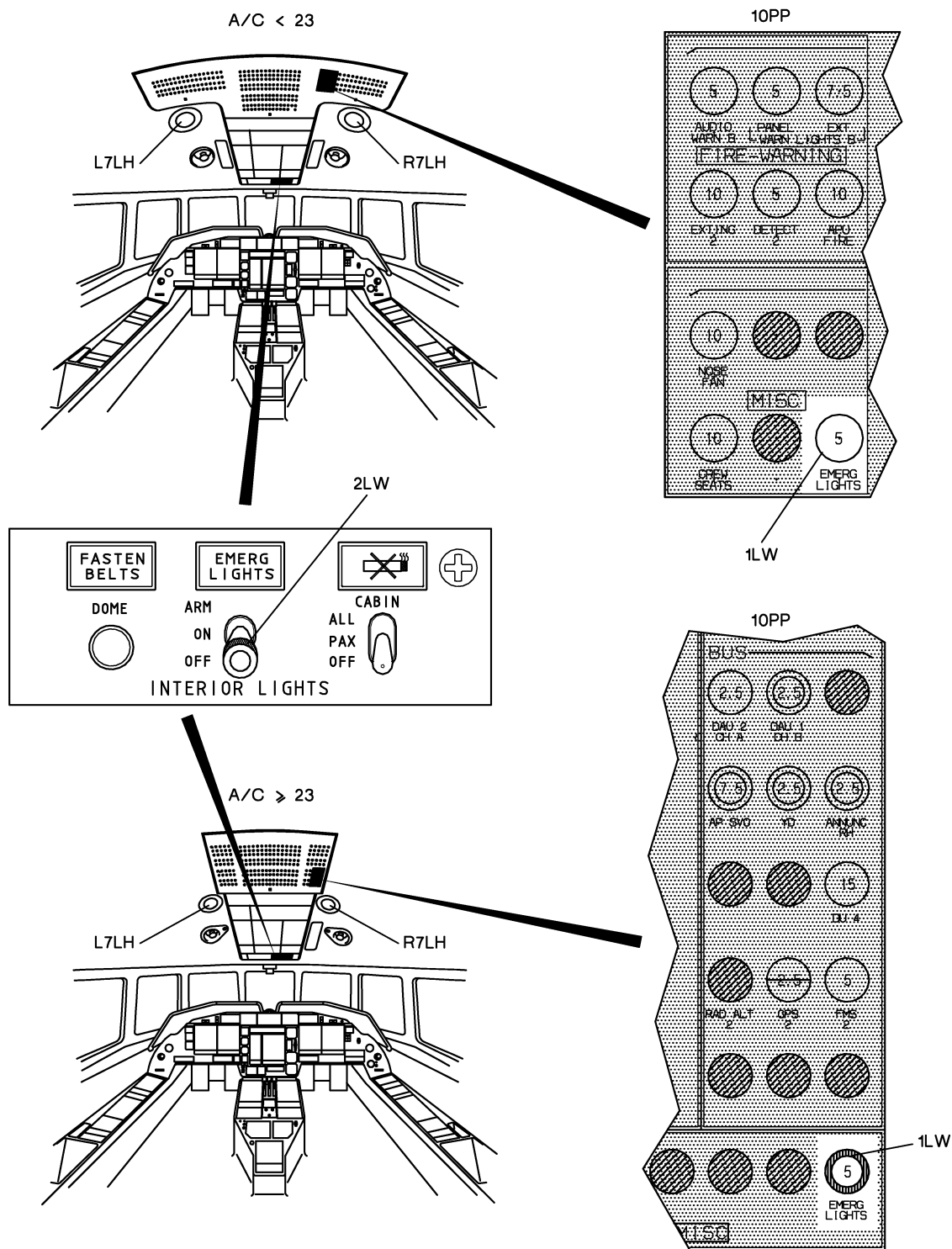


Figure 1: Location of Cockpit Controls and Pilot/Copilot Dome Lights

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

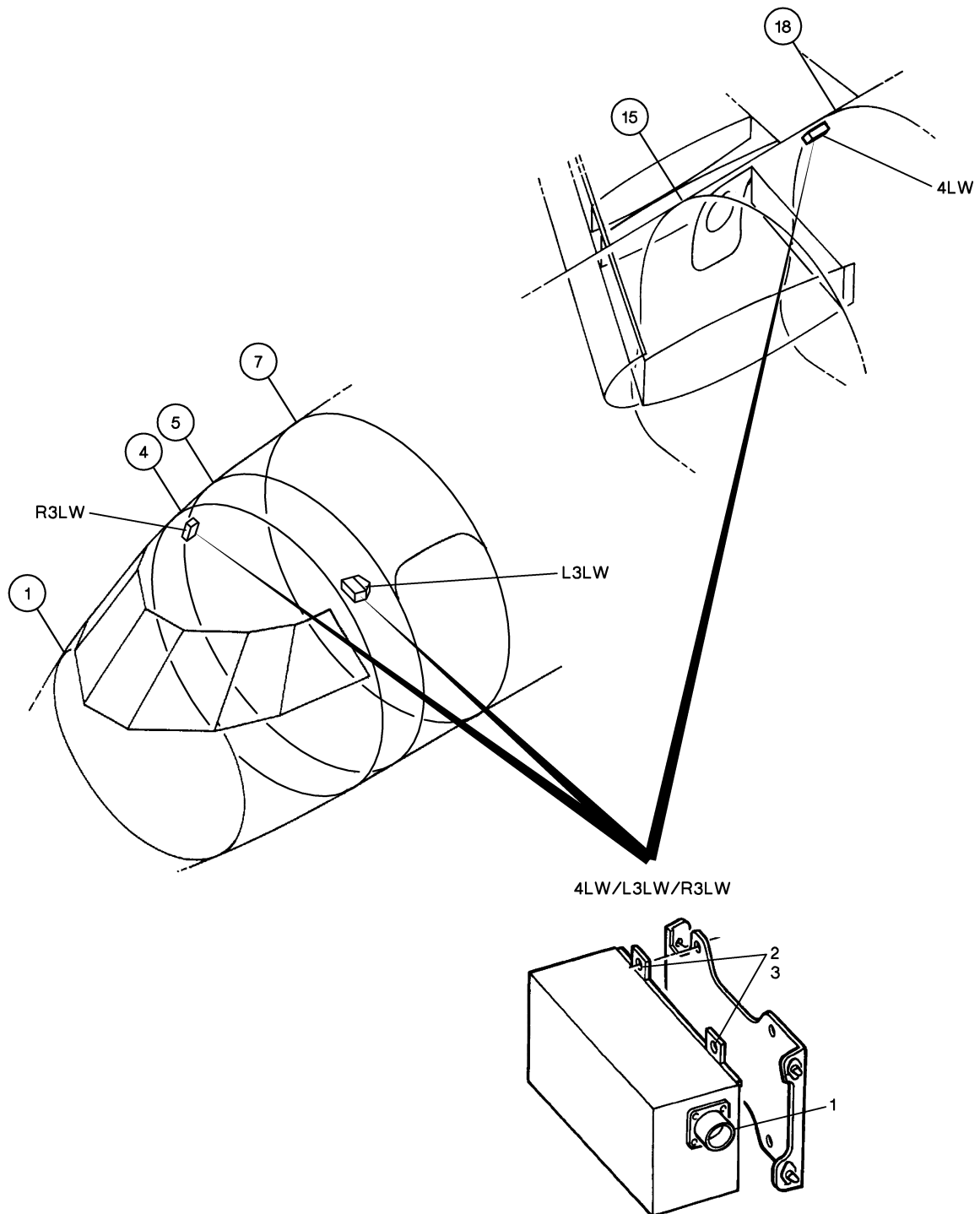
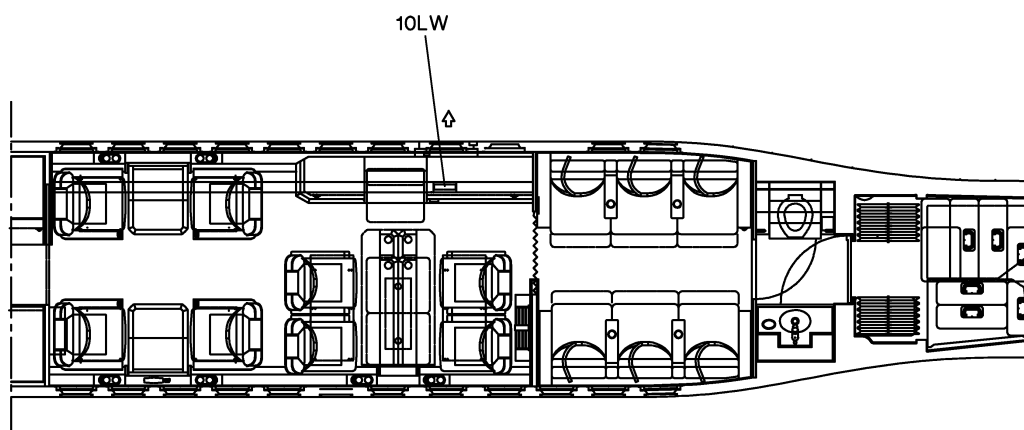


Figure 2: Removal/Installation of Emergency Lighting EPS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTE: CABIN LAYOUT MAY VARY DEPENDING ON AIRCRAFT

Figure 3: Location of "EXIT" sign (10LW)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 33-50-00-720-801 FUNCTIONAL TEST OF THE EMERGENCY LIGHTING SYSTEM

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|-----------------------|
| • 33-50-00-720-801-01 | EPS 1 (L3LW) |
| • 33-50-00-720-801-02 | EPS 2 (R3LW) |
| • 33-50-00-720-801-03 | EPS 3 (4LW) |

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**
- **33-50-33-610-801**
- **33-50-37-900-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
SERVICING OF THE EMERGENCY POWER SUPPLIES
REMOVAL / INSTALLATION OF THE EPS BATTERY PACKS (PAGE)

B. Energy

- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

- A. Connect the electrical Ground Power Unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- B. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

4. TEST OF THE EMERGENCY LIGHTING

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

- A. On the overhead panel, set "EMERG LIGHTS" selector switch (**2LW**) to "ON" (test position).

Check that:

- the emergency lights illuminate,
- "EMERG LIGHTS" indicator light (**5LW**) is illuminated.

- B. Set "EMERG LIGHTS" selector switch (**2LW**) to "ARM" (normal in-flight position).

Check that:

- the emergency lights extinguish,
- "EMERG LIGHTS" indicator light (**5LW**) extinguishes.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

C. On circuit breaker panel (**10PP**), disengage "EMERG LIGHTS" circuit breaker (**1LW**).

D. Check that the emergency lights illuminate.

E. Keep the emergency lights illuminated for 10 minutes.

For this time, check that the following emergency lights are illuminated:

- the emergency lights supplied by emergency lighting EPS (**L3LW**): "EXIT" sign (**7LW**), passenger door spotlights (**8LW**)/(**9LW**) and pilot dome light (**L7LH**),
- the emergency lights supplied by emergency lighting EPS (**R3LW**): copilot dome light (**R7LH**) and "TO UNLOCK MOVE UPWARD THE YELLOW HANDLE" door sign (**6LW**),
- the emergency lights supplied by emergency lighting EPS (**4LW**): emergency "EXIT" sign (**10LW**), "PULL HERE TO OPEN" sign (**15LW**), emergency exit handle light (**14LW**), outside emergency exit light (**11LW**) and evacuation light (**12LW**).

F. Check that the lighting intensity does not decrease during the 10 minutes.

NOTE: If the lighting intensity decreases unexpectedly before the 10 minutes have elapsed:

- perform a quick charging (see paragraph "Quick charge"),
- repeat the test (paragraphs 4.C to 4.F),
- if the test fails again, replace the battery pack (Refer to **TASK 33-50-37-900-801**).

G. Set "EMERG LIGHTS" selector switch (**2LW**) to "ON".

Check that:

- the emergency lights remain illuminated,
- "EMERG LIGHTS" indicator light (**5LW**) illuminates.

H. Set "EMERG LIGHTS" selector switch (**2LW**) to "OFF".

Check that:

- the emergency lights extinguish,
- "EMERG LIGHTS" indicator light (**5LW**) extinguishes.

I. Charge the batteries by performing a servicing or a quick charge:

(1) Servicing of emergency lighting EPS.

- (a) Set "EMERG LIGHTS" selector switch (**2LW**) to "OFF".
- (b) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- (c) Disconnect the electrical Ground Power Unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").
- (d) Perform a servicing of emergency lighting EPS (Refer to **TASK 33-50-33-610-801**).

(2) Quick charge.

- (a) Engage "EMERG LIGHTS" circuit breaker (**1LW**).
- (b) Set "EMERG LIGHTS" selector switch (**2LW**) to "ARM".

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (c) Perform a quick charging of the emergency lighting battery packs, using the aircraft supply for at least 30 minutes.
- (d) Set "EMERG LIGHTS" selector switch (**2LW**) to "OFF".
- (e) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- (f) Disconnect the electrical Ground Power Unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

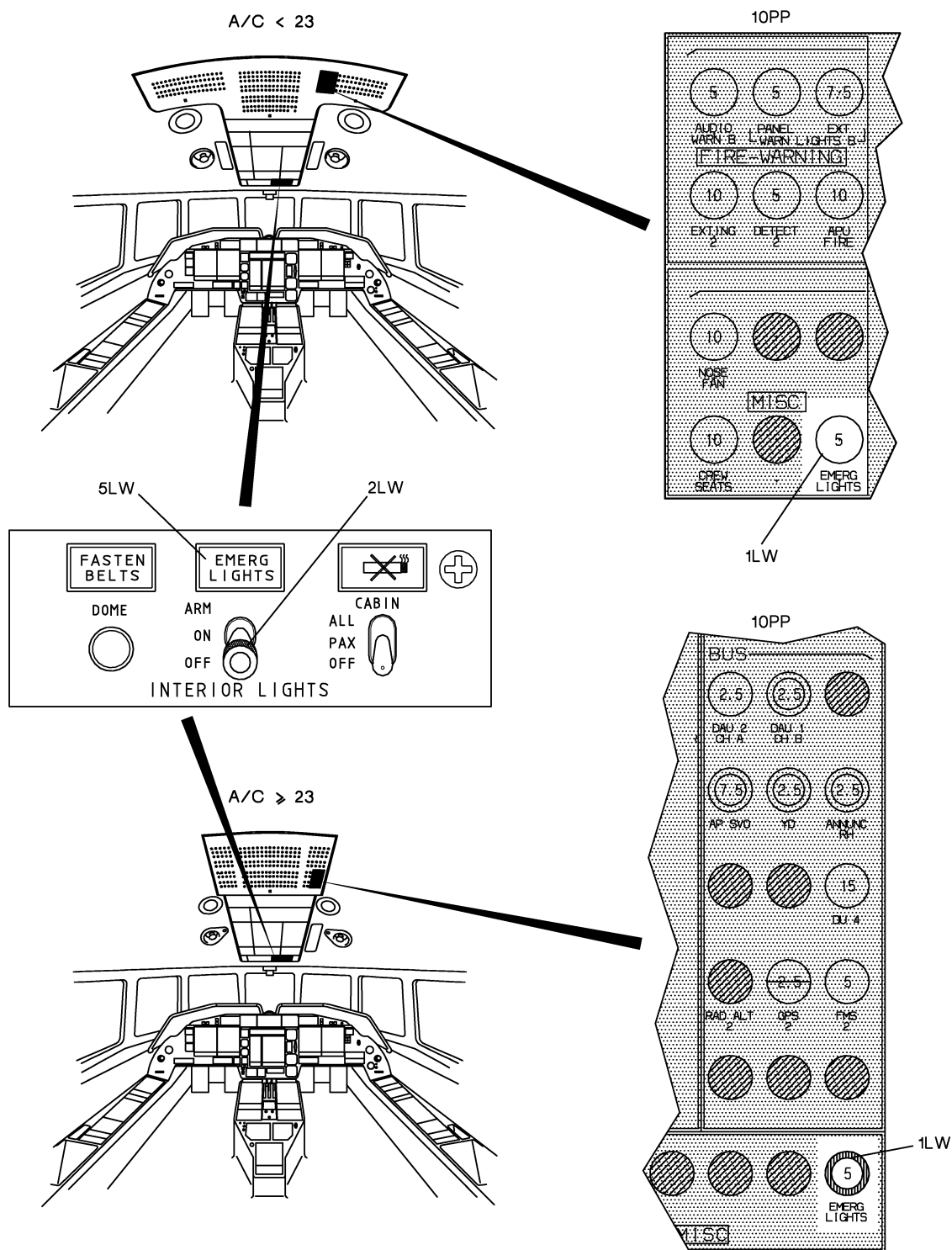
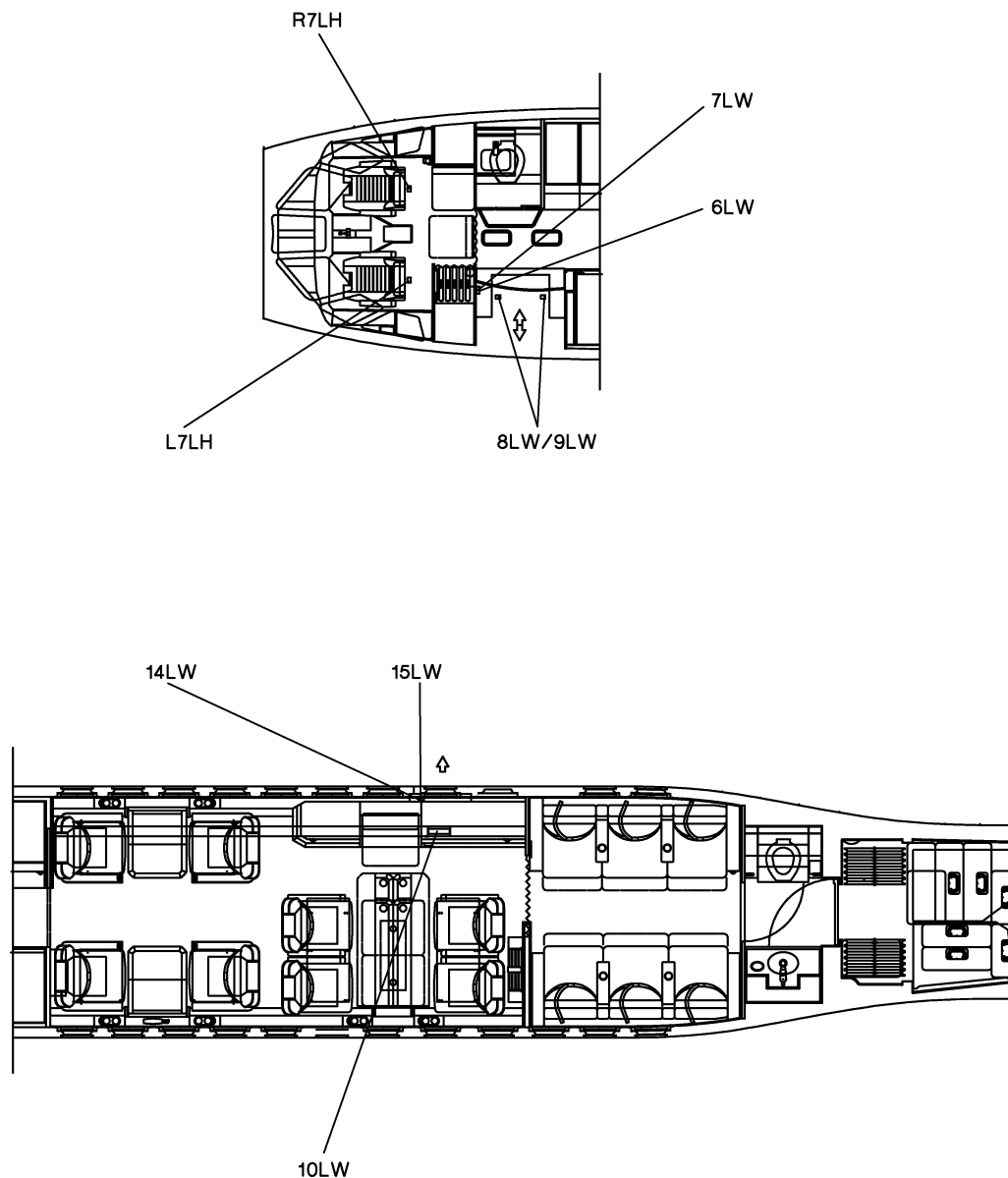


Figure 1: LOCATION OF COCKPIT CONTROLS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTE : CABIN LAYOUT MAY VARY DEPENDING ON A/C

Figure 2: LOCATION OF THE EMERGENCY LIGHTING (INTERIOR SECTION)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

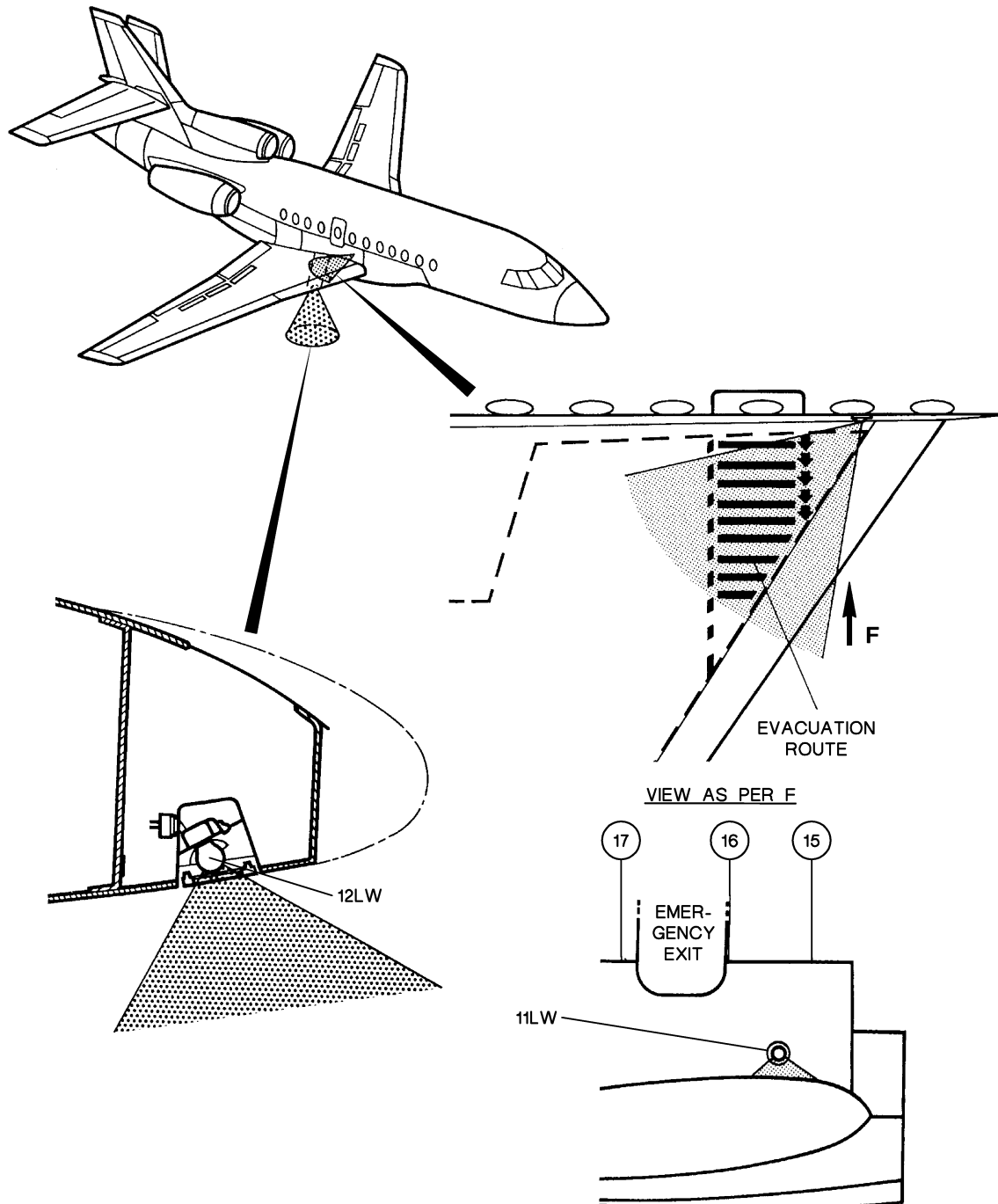


Figure 3: LOCATION OF THE EMERGENCY LIGHTING (EXTERIOR SECTION)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 33-50-33-610-801 SERVICING OF THE EMERGENCY POWER SUPPLIES

1. OVERVIEW OF THE JOB

Operation codes:

- 33-50-33-610-801-01 EPS 1 (**L3LW**)
- 33-50-33-610-801-02 EPS 2 (**R3LW**)
- 33-50-33-610-801-03 EPS 3 (**4LW**)

This procedure is to be performed to check the "PAGE" emergency lighting EPS.

2. LOGISTICS

A. References

Reference	Designation
• 33-50-33-900-801	REMOVAL / INSTALLATION OF THE EMERGENCY POWER SUPPLIES
• 33-50-37-900-801	REMOVAL / INSTALLATION OF THE EPS BATTERY PACKS (PAGE)

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Energy

- ELECTRICAL

D. Miscellaneous

- BATTERY CHARGER (28 ± 0.5 V DC CONSTANT VOLTAGE WITH A CURRENT LIMIT OF 2 A)
- SWITCH (SEE NOTE) (QTY : 2)
- LOAD CIRCUIT (SEE NOTE)

NOTE: The load circuit consists of several 4.5-V (minimum) parallel-connected lamps and a switch (S1).
The total power of the lamps is comprised between 25 and 30 W.
The overall resistance of the circuit must be equal to 0.75 Ω to enable a battery supply of 6 ± 0.3 A.
Refer to **fig. 1**

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Remove the "PAGE" emergency lighting EPS from the aircraft (Refer to **TASK 33-50-33-900-801**, para. "Removal").
- B. On the test setup, set the switches as follows:
 - S1 to "OFF",
 - S2 to "DISCHARGE".
- C. Connect the emergency lighting EPS to the test setup.

Effectivity: A/C WITH PAGE NICKEL-CADMIUM BATTERY

Rev. Date: MAR 09/2012

33-50-33-610-801

page 1 / 4

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. **DISCHARGING**

Refer to **fig. 1**

A. Set the switches as follows:

- S1 to "ARM",
- S2 to "DISCHARGE".

WARNING: DURING THIS TEST, COMPONENTS IN THE EPS UNIT BECOME HOT: THE EPS UNIT CASE WILL BE WARM TO THE TOUCH.

B. Discharge the EPS unit until the lamps extinguish.

C. Set switch S1 to "OFF".

D. Allow the EPS unit case to cool down.

5. **SERVICING**

Refer to **fig. 1**

A. Set switch S2 to "CHARGE".

B. Charge the EPS unit for 16 hours.

NOTE: If the battery was removed from storage, increase this time to 24 hours.

C. Set the switches as follows:

- S1 to "ARM",
- S2 to "DISCHARGE".

WARNING: DURING THIS TEST, COMPONENTS IN THE EPS UNIT BECOME HOT: THE EPS UNIT CASE WILL BE WARM TO THE TOUCH.

D. After 20 minutes, check that the lamps are still illuminated.

E. Continue to discharge the EPS unit until the lamps extinguish.

F. Set switch S1 to "OFF".

G. Allow the EPS unit case to cool down.

H. Set switch S2 to "CHARGE".

I. Charge the EPS unit for 30 minutes.

J. Set the switches as follows:

- S1 to "ARM",
- S2 to "DISCHARGE".

K. Check that the lamps remain illuminated for 10 minutes.

Effectivity: A/C WITH PAGE NICKEL-CADMIUM BATTERY

Rev. Date: MAR 09/2012

33-50-33-610-801

page 2 / 4

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: If the battery test fails, replace the battery pack (Refer to [TASK 33-50-37-900-801](#)).

- L. Discharge the EPS unit until the lamps extinguish.
- M. Set switch S1 to "OFF".
- N. Allow the EPS unit case to cool down.
- O. Set the switches as follows:
 - S1 to "ARM",
 - S2 to "CHARGE".Charge the EPS unit for 16 hours.
- P. Set the switches as follows:
 - S1 to "OFF",
 - S2 to "DISCHARGE".
- Q. Disconnect the emergency lighting EPS from the test setup.
- R. Allow the EPS unit case to cool down.

6. FINAL STEPS

- A. Install the emergency lighting EPS on the aircraft (Refer to [TASK 33-50-33-900-801](#), para. "Installation").
- B. Perform a test of the emergency lighting EPS (Refer to [TASK 33-50-33-900-801](#), para. "Test after Installation").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

EMERGENCY LIGHTING EPS SERVICEABILITY

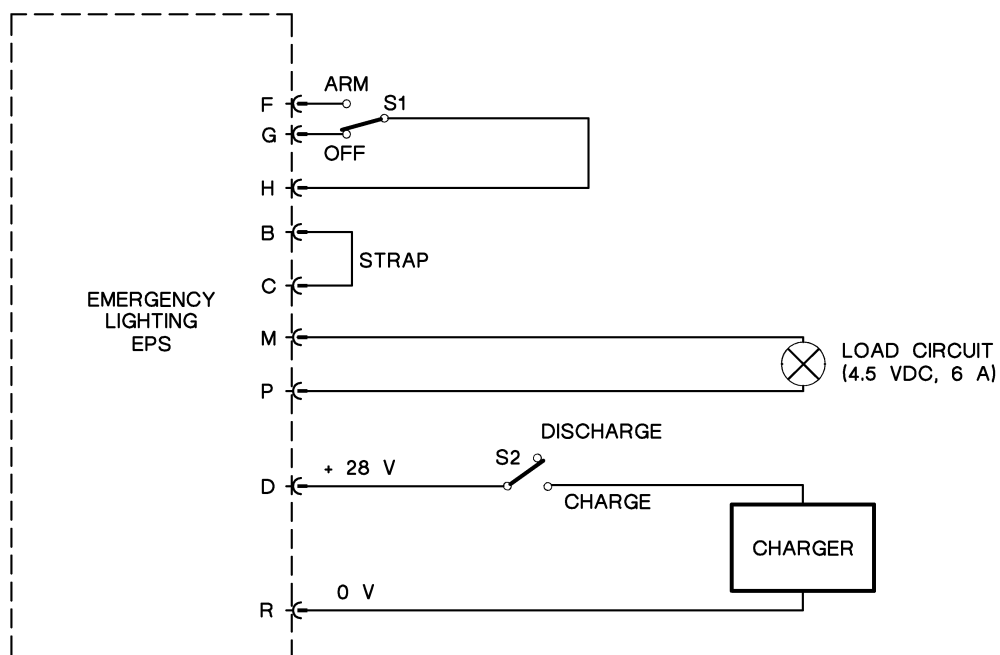


Figure 1: TEST SETUP - CONNECTIONS

Effectivity: A/C WITH PAGE NICKEL-CADMIUM BATTERY

Rev. Date: MAR 09/2012

33-50-33-610-801

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FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 33-50-37-960-802 **DISCARD OF THE EPS BATTERY PACKS**

1. OVERVIEW OF THE JOB

Operation codes:

- 33-50-37-960-802-01 EPS 1 (**L3LW**) battery pack
- 33-50-37-960-802-02 EPS 2 (**R3LW**) battery pack
- 33-50-37-960-802-03 EPS 3 (**4LW**) battery pack

For Removal/Installation of the EPS battery packs, refer to the AMM (Refer to **TASK 33-50-37-900-801**).
Discard the used battery pack, and dispose of it per the regulations relating to Nickel-Cadmium batteries.

Project No: **BDHRN002**Job Card No **0012**

Notif.No.: 10049217

Activity: **1022**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove

Starting Work Centre: FALCON A/C TEAM

Job Description: **SERV EPS 3**

ETOPS A/C: No

RVSM A/C: No

Warranty: -




ATA: 33

Work Center	
FALCON A/C	
MTX AVIO DEPT	
COMPONENT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Access Performed						 Order: 80069303 Operation: 0010 Phase: Remove - 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.							
0002	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.						 Order: 80069303 Operation: 0020 Phase: Remove - scheduling activity Work Center:MTX AVIO DEPT
	Accomplished		Inspected				
	Pers. No.	Date	Pers. No.	Date			
	Stamp		Stamp				
Completed & Confirmed on SAP IAW MOE 2.13.							
0003	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.						 Order: 80069303 Operation: 0030 Phase: Remove - scheduling activity Work Center:COMPONENT RPR
	Accomplished		Inspected				
	Pers. No.	Date	Pers. No.	Date			
	Stamp		Stamp				
Completed & Confirmed on SAP IAW MOE 2.13.							

OEM Code: 33-50-33-610-801-03

Form No: JA-SAP-MTX-002

Operator Code: 33-50-33-610-801-03

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0012**

Notif.No.: 10049217

Activity: **1022**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove

Starting Work Centre: FALCON A/C TEAM

Job Description: **SERV EPS 3**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 33

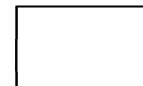
Work Center	
FALCON A/C	
MTX AVIO DEPT	
COMPONENT	

0004	Access Closed						Order: 80069303 Operation: 0040 Phase: Remove - 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: 33-50-33-610-801-03

Operator Code: 33-50-33-610-801-03

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.: **33.190**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	25-JAN-2013						

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

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

33-50-33-900-801-03

CABIN EMERGENCY LIGHTING (EPS 3) POWER SUPPLY

AMM 33-50-33-900-801

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT
					<input type="checkbox"/> DAMAGED
					<input type="checkbox"/> UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	D734-02-001		S/N	1426		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS		INSTALLED TSO	MOS		TIME SINCE REPAIR	MOS
	HRS			HRS			HRS
	LDGS			LDGS		WARRANTY TIME REMAINING	LDGS
						TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

33-50-00-720-801-03 FUNCTIONAL TEST NO.3 EMERGENCY LIGHTING (EPS 3) POWER SUPPLY SYSTEM

☐

REMARKS : _____

AMM 33-50-00-720-801

#>33-50-33-610-801 SERVICING NO.3 EMERGENCY LIGHTING (EPS 3) POWER SUPPLY

☐

RECORD DATE OF SERVICE ____/____/____

AMM 33-50-33-610-801

REMARKS : _____

33-50-37-960-802-03 DISCARD CABIN EMERGENCY LIGHTING (EPS 3) POWER SUPPLY BATTERY PACK

☐

REMARKS : _____

AMM 33-50-37-960-802

Operator: **HERON AVIATION**

Work Card No.: **33.190**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

AREA SUMMARIES

F4 PASSENGER CABIN

33-50-33-900-801-03 CABIN EMERGENCY LIGHTING (EPS 3) POWER SUPPLY

SOURCE SUMMARIES

956 MPD 05-20-33 PAGE NO.:PAGE 1/2 REF: 33-50 EMERGENCY LIGHTING DATE: MAR 09/2012 2

33-50-00-720-801-03 FUNCTIONAL TEST NO.3 EMERGENCY LIGHTING (EPS 3) POWER SUPPLY SYSTEM

33-50-33-610-801-03 SERVICING NO.3 EMERGENCY LIGHTING (EPS 3) POWER SUPPLY

956 MPD 05-20-33 PAGE NO.:PAGE 2/2 REF: 33-50 EMERGENCY LIGHTING DATE: MAR 09/2012 2

33-50-37-960-802-03 DISCARD CABIN EMERGENCY LIGHTING (EPS 3) POWER SUPPLY BATTERY PACK

971 SMM 05-20-00 PAGE NO.:PAGE 3 REF: 33 - BATTERY DATE: MAR 09/12 B

33-50-37-960-802-03 DISCARD CABIN EMERGENCY LIGHTING (EPS 3) POWER SUPPLY BATTERY PACK

Project No: **BDHRN002**Job Card No **0013**

Notif.No.: 10049237

Activity: **1042**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove

Starting Work Centre: FALCON A/C TEAM

Job Description: **OH LH Pilot Oxygen Mask (I502wh)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 35

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069314 Operation: 0010 Phase: Remove - 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: 35-10-05-350-801-01

Operator Code: 35-10-05-350-801-01

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.: **35.040**
Serial No.: **096** Model: **FALCON 900EX**
Reg No.: **D-AHRN** Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	14-DEC-2012						
Accomplished							

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

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

35-10-05-900-801-01 PILOT OXYGEN MASK AMM 35-10-05-900-801

REASON REMOVED: (CHECK ONE) ☐ TIME EXPIRED ☐ FAILURE ☐ WORN ☐ LOANER ☐ SCHEDULING CONV
☐ MOD/UPGRADE ☐ SERVICE ☐ ENGINE CHANGE ☐ TIRE CHANGE ☐ SWAP/TRBLE SHOOT ☐ DAMAGED ☐ UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	MF10-02-05		S/N	120007		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE	MOS	WARRANTY TIME	MOS
	HRS		HRS	REPAIR	HRS	REMAINING	HRS
	LDGS		LDGS		LDGS		LDGS
						TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS	TIME	CONTINUE
		HRS.MINS	ACCRUED	TIME

>35-10-05-350-801- RESTORATION PILOT OXYGEN MASK (OVERHAUL)
01

REMARKS : _____

GENERIC NO REF,AMM
35-10-05-350-801

35-10-05-710-801-01 OPERATIONAL TEST PILOT OXYGEN MASK

REMARKS : _____

AMM 35-10-05-710-801

Operator: **HERON AVIATION**

Work Card No.: **35.040**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

241AZ INTERNAL DOORS DOOR

35-10-05-900-801-01 PILOT OXYGEN MASK

35-10-05-710-801-01 OPERATIONAL TEST PILOT OXYGEN MASK

AREA SUMMARIES

F3 COCKPIT

35-10-05-900-801-01 PILOT OXYGEN MASK

35-10-05-350-801-01 RESTORATION PILOT OXYGEN MASK (OVERHAUL)

35-10-05-710-801-01 OPERATIONAL TEST PILOT OXYGEN MASK

SOURCE SUMMARIES

956 MPD 05-20-35 PAGE NO.:PAGE 1/3 REF: 35-10 CREW OXYGEN SYSTEM DATE: JUN 10/2011 1

35-10-05-350-801-01 RESTORATION PILOT OXYGEN MASK (OVERHAUL)

35-10-05-710-801-01 OPERATIONAL TEST PILOT OXYGEN MASK

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-900-801

REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE TYPE OF OPERATIONS TO BE PERFORMED ON THE OXYGEN SYSTEM:

- HANDS, CLOTHES AND TOOLS MUST IMPERATIVELY BE FREE OF GREASE,
- VENTILATE THE COCKPIT AND PASSENGER CABIN (PASSENGER DOOR OPEN),
- SMOKING IS PROHIBITED,
- CUT OFF ALL AIRCRAFT POWER SUPPLIES,
- REFER TO THE PROCEDURE PROVIDING GENERAL INSTRUCTIONS FOR OXYGEN SYSTEM MAINTENANCE (REFER TO [TASK 35-00-00-910-801](#)),
- REPLACEMENT OF OXYGEN SYSTEM COMPONENTS WITH PASSENGERS ON BOARD IS PROHIBITED.

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-900-801-01 LH pilot oxygen mask ([L502WH](#))
- 35-10-05-900-801-02 RH pilot oxygen mask ([R502WH](#))
- 35-10-05-900-801-03 third crew member oxygen mask ([524WH](#))

This procedure describes the removal, installation and stowage of the crew oxygen masks.

NOTE: On A/C with a third crew member oxygen mask (optional), the procedure for the removal/installation of the third crew member oxygen mask ([524WH](#)) is the same as for the removal/installation of the pilot oxygen mask ([L502WH](#)) and copilot oxygen mask ([R502WH](#)).

2. LOGISTICS

A. References

Reference	Designation
• 35-00-00-360-801	LOCALIZATION AND REPAIR OF LEAKS ON THE OXYGEN SYSTEM
• 35-00-00-910-801	OXYGEN SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
• 35-10-05-710-801	OPERATIONAL TEST OF THE CREW OXYGEN MASKS

B. Ingredients and Consumable Products

Designation	Additional designation
• DISINFECTANT	OXYGEN
• LEAK DETECTOR	

C. Access

Reference	Designation
• 241AZ	OXYGEN CYLINDER ACCESS DOOR
• PAX	PASSENGER DOOR

D. Miscellaneous

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- LINT-FREE CLOTH

3. PRELIMINARY STEPS

Refer to **fig. 1**

- Open door (**241AZ**) giving access to the pressure reducing valve of oxygen cylinder (**500WH**).
- Close the pressure reducing valve of oxygen cylinder (**500WH**) ("OFF" indication).

4. REMOVAL OF CREW OXYGEN MASKS

Refer to **fig. 1**

- Holding the mask tightly by the red tabs (3) of the harness inflation control, remove pilot/copilot oxygen mask (**L502WH**)/(L502WH) from pilot/copilot oxygen mask box (**L504WH**)/(R504WH).
- Disconnect radio connector (1) from pilot/copilot mask mike jack (**L3RL**)/(R3RL).
- Disconnect oxygen mask coupling (2) from pilot/copilot oxygen mask jack (**L505WH**)/(R505WH).
- Install captive cap (7) on pilot/copilot oxygen mask jack (**L505WH**)/(R505WH).
- Remove pilot/copilot oxygen mask (**L502WH**)/(L502WH).

5. INSTALLATION OF CREW OXYGEN MASKS

Refer to **fig. 1**

- Clean pilot/copilot oxygen mask box (**L504WH**)/(R504WH) with **disinfectant**.
- Remove captive cap (7) from pilot/copilot oxygen mask jack (**L505WH**)/(R505WH).
- Connect oxygen mask coupling (2) to pilot/copilot oxygen mask jack (**L505WH**)/(R505WH).
- Open the pressure reducing valve of oxygen cylinder (**500WH**) ("ON" indication).
- Using **leak detector**, check for leaks at the oxygen mask coupling (2) (Refer to **TASK 35-00-00-360-801**).
- Carefully wipe off the **leak detector**.

NOTE: The **leak detector** must be wiped off immediately after completion of the leak test.

- Connect radio connector (1) to radio jack (**L3RL**)/(R3RL).

6. TEST OF CREW OXYGEN MASKS

- Perform an operational test of pilot/copilot oxygen mask (**L502WH**)/(L502WH) (Refer to **TASK 35-10-05-710-801**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

7. STOWAGE OF CREW OXYGEN MASKS

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

- A. For A/C with mask equipped with comfort function, make sure that the toggle switch (7) is set to "NORM".
- B. Coil the oxygen hose and the radio cord at the bottom of pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) (**fig. 2**, detail A).
- C. Put the harness into pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) (**fig. 2**, detail B).

NOTE: The harness must not protrude from the edge of the mask (**fig. 2**, detail C).

- D. Take the mask by the red tabs (3) of the harness inflation control, without pressing them, and put the mask into the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**), with the harness sides symmetrically arranged with respect to the mask and ahead of the mask face section (**fig. 2**, detail D).
- E. Press pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) against stop (9) in pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**), with the mask face section downwards and the opening facing aft (**fig. 2**, detail D).

NOTE: Red tabs (3) must protrude from the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).

- F. Close the LH door (**fig. 2**, detail E).

NOTE: Spigot (8) located on the edge of the LH door retains pilot/copilot oxygen mask (**L502WH**)/(**L502WH**).

- G. Insert spigot (8) into hole (5) in red tab (3).
- H. Close the RH door (**fig. 2**, detail F).
- I. Position the oxygen hose and the radio cord in the cutout provided in the doors of the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) (the hose curve must be 5 to 6 cm (2 to 2.4 in.) in diameter) (**fig. 2**, detail F).
- J. Make sure that the "N-100%" control pushbutton (4) is set to "N" (**fig. 2**, detail F).

8. FINAL STEPS

Refer to **fig. 1**

- A. Close access door (**241AZ**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

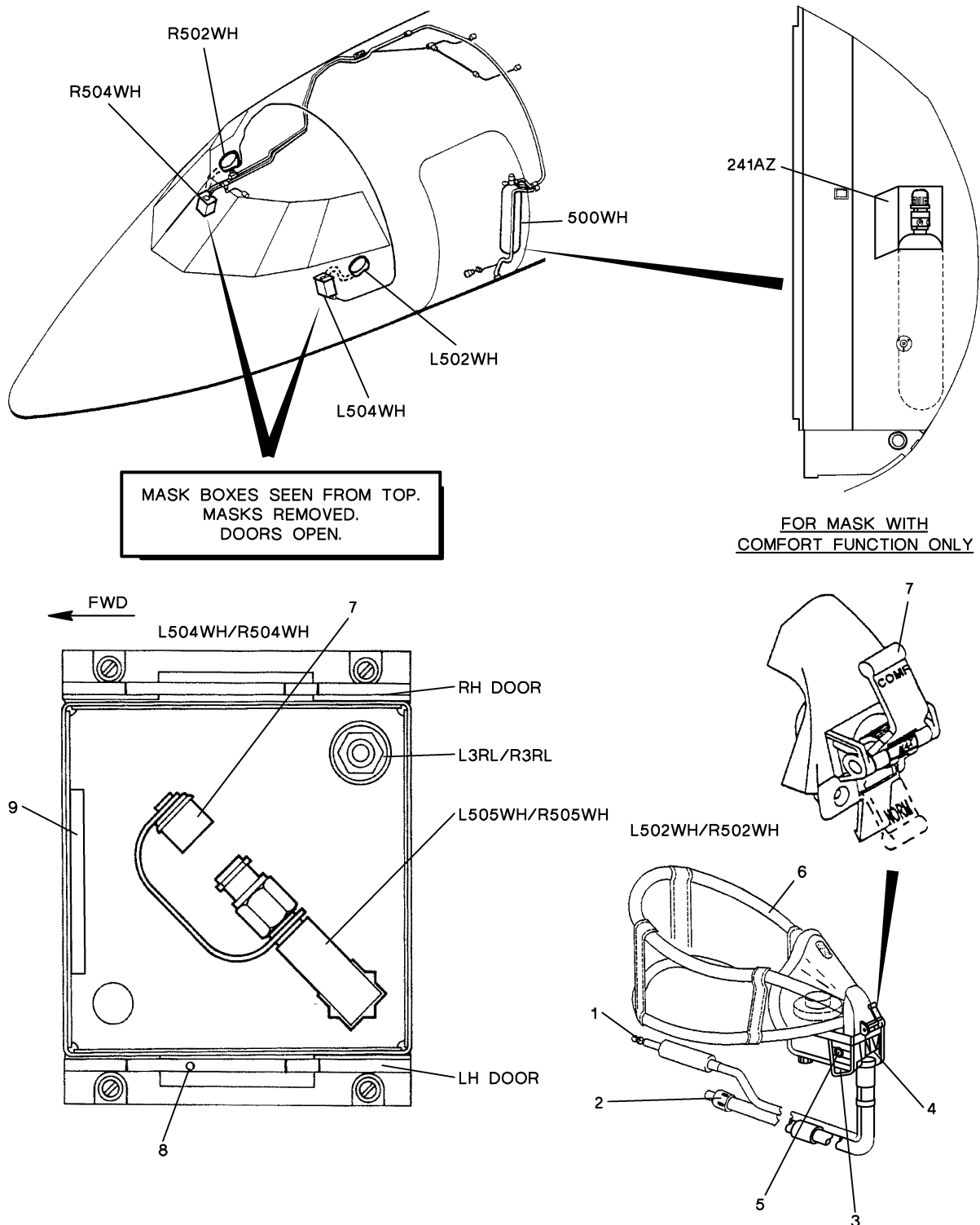
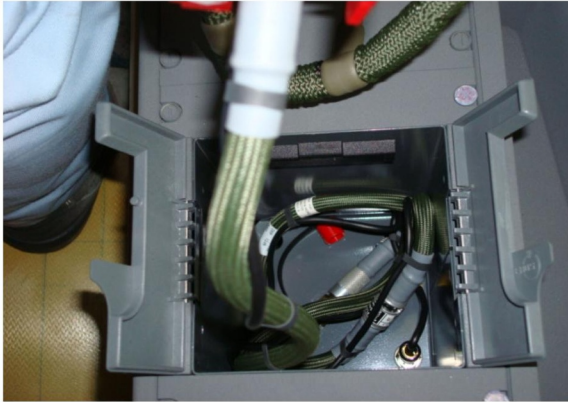


Figure 1: Location of Equipment

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

DETAIL A



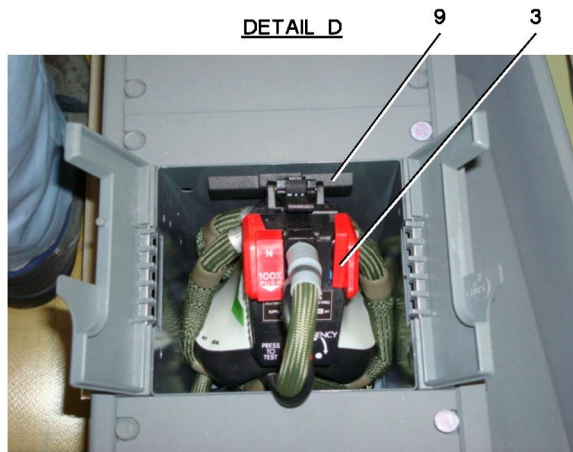
DETAIL B



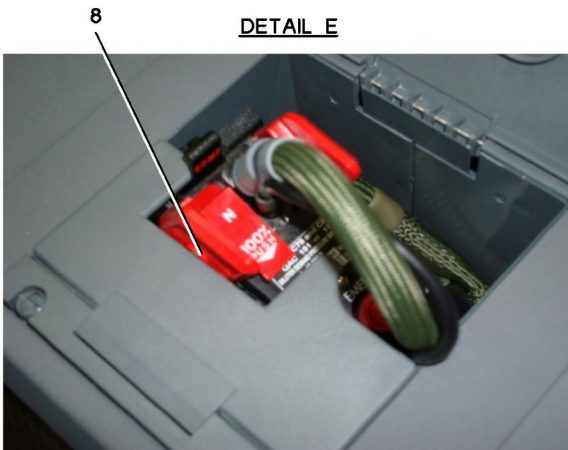
DETAIL C



DETAIL D



DETAIL E



DETAIL F

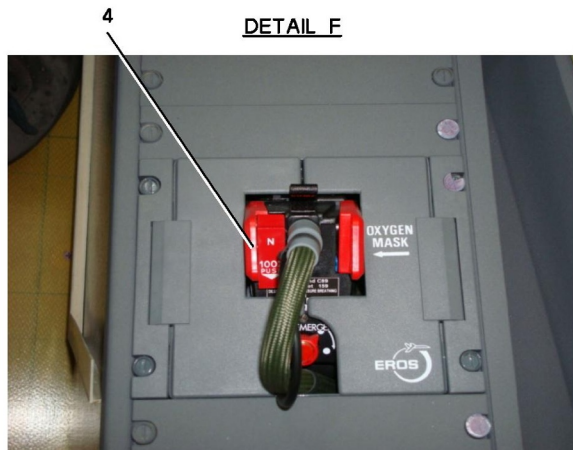


Figure 2: Stowage of the Crew Oxygen Masks

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-350-801 RESTORATION OF THE CREW OXYGEN MASKS (OVERHAUL)

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-350-801-01 LH pilot oxygen mask (**L502WH**)
- 35-10-05-350-801-02 RH pilot oxygen mask (**R502WH**)
- 35-10-05-350-801-03 third crew member oxygen mask (**524WH**)

The task consists in an overhaul of the regulator of the crew oxygen masks.

For Removal/Installation of the oxygen masks, refer to the AMM (Refer to **TASK 35-10-05-900-801**).

2. LOGISTICS

A. References

Reference

- **35-10-05-900-801**

Designation

REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-710-801

OPERATIONAL TEST OF THE CREW OXYGEN MASKS

WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE TYPE OF OPERATIONS TO BE PERFORMED ON THE OXYGEN SYSTEM:

- **HANDS, CLOTHES AND TOOLS MUST BE IMPERATIVELY FREE OF GREASE.**
- **VENTILATE THE COCKPIT AND PASSENGER CABIN (PASSENGER DOOR OPEN).**
- **REFER TO THE PROCEDURE PROVIDING SPECIFIC INSTRUCTIONS FOR OXYGEN SYSTEM MAINTENANCE (REFER TO [TASK 35-00-00-910-801](#)).**
- **SMOKING IS PROHIBITED.**
- **CUT OFF ALL A/C POWER SUPPLIES.**
- **REPLACEMENT OF OXYGEN SYSTEM COMPONENTS WITH PASSENGERS ON BOARD IS PROHIBITED.**

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-710-801-01 LH pilot oxygen mask ([L502WH](#))
- 35-10-05-710-801-02 RH pilot oxygen mask ([R502WH](#))
- 35-10-05-710-801-03 third crew member oxygen mask ([524WH](#))

This procedure describes the operational test of pilot/copilot oxygen masks ([L502WH](#))/([R502WH](#)). The following mask components are tested:

- the controller,
- the pneumatic harness,
- the microphone,
- the comfort function and the flowmeter indicator, as applicable.

This procedure is also applicable to the third crew member oxygen mask ([524WH](#)) when it is of the same type as the LH / RH pilot masks (option).

This procedure is not applicable if the third crew member mask is a passenger mask. In this case, the third crew member mask is tested at the same time as the passenger masks (Refer to [TASK 35-20-00-720-801](#)).

This procedure also includes a mask check consisting of a cleaning and a visual inspection of the pilot/copilot oxygen masks for correct condition.

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [35-00-00-910-801](#)
- [35-20-00-720-801](#)
- [35-10-05-100-801](#)
- [35-10-05-900-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OXYGEN SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
FUNCTIONAL TEST OF THE PASSENGER OXYGEN SYSTEM
CLEANING OF THE CREW OXYGEN MASKS
REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

B. Energy

- ELECTRICAL

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

C. Access

Reference

- 241AZ
- PAX

Designation

OXYGEN CYLINDER ACCESS DOOR
PASSENGER DOOR

3. OPERATIONAL TEST

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

- A. Open access door (241AZ).
- B. Open pressure reducing valve (1) of oxygen cylinder (500WH).
- C. In the cockpit, on pilot/copilot oxygen mask (L502WH)/(R502WH), pinch harness inflating controls (red levers) (7).
- D. Remove pilot/copilot oxygen mask (L502WH)/(R502WH) from pilot/copilot oxygen mask box (L504WH)/(R504WH).
- E. Check that harness (9) inflates correctly.
- F. Maintain harness (9) inflated, then put pilot/copilot oxygen mask (L502WH)/(R502WH) over your face.
- G. Release harness inflating controls (red levers) (7): harness (9) deflates until it is tight around your head.
- H. Check that you can breathe easily ("N - 100%" control pushbutton (5) set to "N" (dilution mode), then to "100%" (pure oxygen mode)): the mask supplies oxygen as the user breathes in.
- I. Set manual overpressure into operation by turning "PRESS TO TEST" knob (8) to "EMERGENCY" (counterclockwise direction).
- J. If pilot/copilot oxygen mask (L502WH)/(R502WH) is provided with the comfort function, perform the following checks:
 - (1) Press "COMF" toggle switch (2) located on the regulator of pilot/copilot oxygen mask (L502WH)/(R502WH) and pinch harness inflating controls (red levers) (7).
 - (2) Check that harness (9) slowly inflates.
 - (3) Release harness inflating controls (red levers) (7) and make sure that the pressure in harness (9) stabilizes.
 - (4) Set "COMF" toggle switch (2) back to "NORM" and check that harness (9) immediately deflates.
- K. If pilot/copilot oxygen mask (L502WH)/(R502WH) is equipped with a flowmeter indicator on the oxygen hose, check for correct operation of flow indicator (6) as follows:
 - black indicator not visible: presence of an oxygen flow,
 - black indicator visible: absence of oxygen flow.
- L. Pull down slide (3) located on the mask until the red stripes are fully visible.

Project No: **BDHRN002**Job Card No **0014**

Notif.No.: 10049238

Activity: **1043**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Remove

Starting Work Centre: FALCON A/C TEAM

Job Description: **OH RH Pilot Oxygen Mask (r502wh)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 35

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069315 Operation: 0010 Phase: Remove - 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: 35-10-05-350-801-02

Operator Code: 35-10-05-350-801-02

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.: 35.050
Serial No.: 096	Model: FALCON 900EX	
Reg No.: D-AHRN	Workorder No.: _____	

	Date	A/C HRS	AFL	APH			
Due At	14-DEC-2012						
Accomplished							

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

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

35-10-05-900-801-02	COPILOT OXYGEN MASK	AMM 35-10-05-900-801
---------------------	---------------------	----------------------

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT		
<i>If removed P/N & S/N information is incorrect please provide details below.</i>							
REMOVED P/N	MF10-02-05		S/N	120008		LABOR-HRS	_____
INSTALLED P/N			S/N			PART COST\$	_____
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS		HRS		HRS
	LDGS		LDGS		LDGS		LDGS
						TECH:	_____
						INSP:	_____

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

>35-10-05-350-801- 02 RESTORATION COPILOT OXYGEN MASK (OVERHAUL)

REMARKS : _____

GENERIC NO REF,AMM
35-10-05-350-801

35-10-05-710-801-02 OPERATIONAL TEST COPILOT OXYGEN MASK

REMARKS : _____

AMM 35-10-05-710-801

Operator: **HERON AVIATION**

Work Card No.: **35.050**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

241AZ INTERNAL DOORS DOOR

35-10-05-900-801-02 COPILOT OXYGEN MASK

35-10-05-710-801-02 OPERATIONAL TEST COPILOT OXYGEN MASK

AREA SUMMARIES

F3 COCKPIT

35-10-05-900-801-02 COPILOT OXYGEN MASK

35-10-05-350-801-02 RESTORATION COPILOT OXYGEN MASK (OVERHAUL)

35-10-05-710-801-02 OPERATIONAL TEST COPILOT OXYGEN MASK

SOURCE SUMMARIES

956 MPD 05-20-35 PAGE NO.:PAGE 1/3 REF: 35-10 CREW OXYGEN SYSTEM DATE: JUN 10/2011 1

35-10-05-350-801-02 RESTORATION COPILOT OXYGEN MASK (OVERHAUL)

35-10-05-710-801-02 OPERATIONAL TEST COPILOT OXYGEN MASK

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-900-801 REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE TYPE OF OPERATIONS TO BE PERFORMED ON THE OXYGEN SYSTEM:

- HANDS, CLOTHES AND TOOLS MUST IMPERATIVELY BE FREE OF GREASE,
- VENTILATE THE COCKPIT AND PASSENGER CABIN (PASSENGER DOOR OPEN),
- SMOKING IS PROHIBITED,
- CUT OFF ALL AIRCRAFT POWER SUPPLIES,
- REFER TO THE PROCEDURE PROVIDING GENERAL INSTRUCTIONS FOR OXYGEN SYSTEM MAINTENANCE (REFER TO [TASK 35-00-00-910-801](#)),
- REPLACEMENT OF OXYGEN SYSTEM COMPONENTS WITH PASSENGERS ON BOARD IS PROHIBITED.

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-900-801-01 LH pilot oxygen mask ([L502WH](#))
- 35-10-05-900-801-02 RH pilot oxygen mask ([R502WH](#))
- 35-10-05-900-801-03 third crew member oxygen mask ([524WH](#))

This procedure describes the removal, installation and stowage of the crew oxygen masks.

NOTE: On A/C with a third crew member oxygen mask (optional), the procedure for the removal/installation of the third crew member oxygen mask ([524WH](#)) is the same as for the removal/installation of the pilot oxygen mask ([L502WH](#)) and copilot oxygen mask ([R502WH](#)).

2. LOGISTICS

A. References

Reference	Designation
• 35-00-00-360-801	LOCALIZATION AND REPAIR OF LEAKS ON THE OXYGEN SYSTEM
• 35-00-00-910-801	OXYGEN SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
• 35-10-05-710-801	OPERATIONAL TEST OF THE CREW OXYGEN MASKS

B. Ingredients and Consumable Products

Designation	Additional designation
• DISINFECTANT	OXYGEN
• LEAK DETECTOR	

C. Access

Reference	Designation
• 241AZ	OXYGEN CYLINDER ACCESS DOOR
• PAX	PASSENGER DOOR

D. Miscellaneous

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- LINT-FREE CLOTH

3. PRELIMINARY STEPS

Refer to **fig. 1**

- Open door (**241AZ**) giving access to the pressure reducing valve of oxygen cylinder (**500WH**).
- Close the pressure reducing valve of oxygen cylinder (**500WH**) ("OFF" indication).

4. REMOVAL OF CREW OXYGEN MASKS

Refer to **fig. 1**

- Holding the mask tightly by the red tabs (3) of the harness inflation control, remove pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) from pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).
- Disconnect radio connector (1) from pilot/copilot mask mike jack (**L3RL**)/(**R3RL**).
- Disconnect oxygen mask coupling (2) from pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Install captive cap (7) on pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Remove pilot/copilot oxygen mask (**L502WH**)/(**L502WH**).

5. INSTALLATION OF CREW OXYGEN MASKS

Refer to **fig. 1**

- Clean pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) with **disinfectant**.
- Remove captive cap (7) from pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Connect oxygen mask coupling (2) to pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Open the pressure reducing valve of oxygen cylinder (**500WH**) ("ON" indication).
- Using **leak detector**, check for leaks at the oxygen mask coupling (2) (Refer to **TASK 35-00-00-360-801**).
- Carefully wipe off the **leak detector**.

NOTE: The **leak detector** must be wiped off immediately after completion of the leak test.

- Connect radio connector (1) to radio jack (**L3RL**)/(**R3RL**).

6. TEST OF CREW OXYGEN MASKS

- Perform an operational test of pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) (Refer to **TASK 35-10-05-710-801**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

7. STOWAGE OF CREW OXYGEN MASKS

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

- A. For A/C with mask equipped with comfort function, make sure that the toggle switch (7) is set to "NORM".
- B. Coil the oxygen hose and the radio cord at the bottom of pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) (**fig. 2**, detail A).
- C. Put the harness into pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) (**fig. 2**, detail B).

NOTE: The harness must not protrude from the edge of the mask (**fig. 2**, detail C).

- D. Take the mask by the red tabs (3) of the harness inflation control, without pressing them, and put the mask into the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**), with the harness sides symmetrically arranged with respect to the mask and ahead of the mask face section (**fig. 2**, detail D).
- E. Press pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) against stop (9) in pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**), with the mask face section downwards and the opening facing aft (**fig. 2**, detail D).

NOTE: Red tabs (3) must protrude from the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).

- F. Close the LH door (**fig. 2**, detail E).

NOTE: Spigot (8) located on the edge of the LH door retains pilot/copilot oxygen mask (**L502WH**)/(**L502WH**).

- G. Insert spigot (8) into hole (5) in red tab (3).
- H. Close the RH door (**fig. 2**, detail F).
- I. Position the oxygen hose and the radio cord in the cutout provided in the doors of the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) (the hose curve must be 5 to 6 cm (2 to 2.4 in.) in diameter) (**fig. 2**, detail F).
- J. Make sure that the "N-100%" control pushbutton (4) is set to "N" (**fig. 2**, detail F).

8. FINAL STEPS

Refer to **fig. 1**

- A. Close access door (**241AZ**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

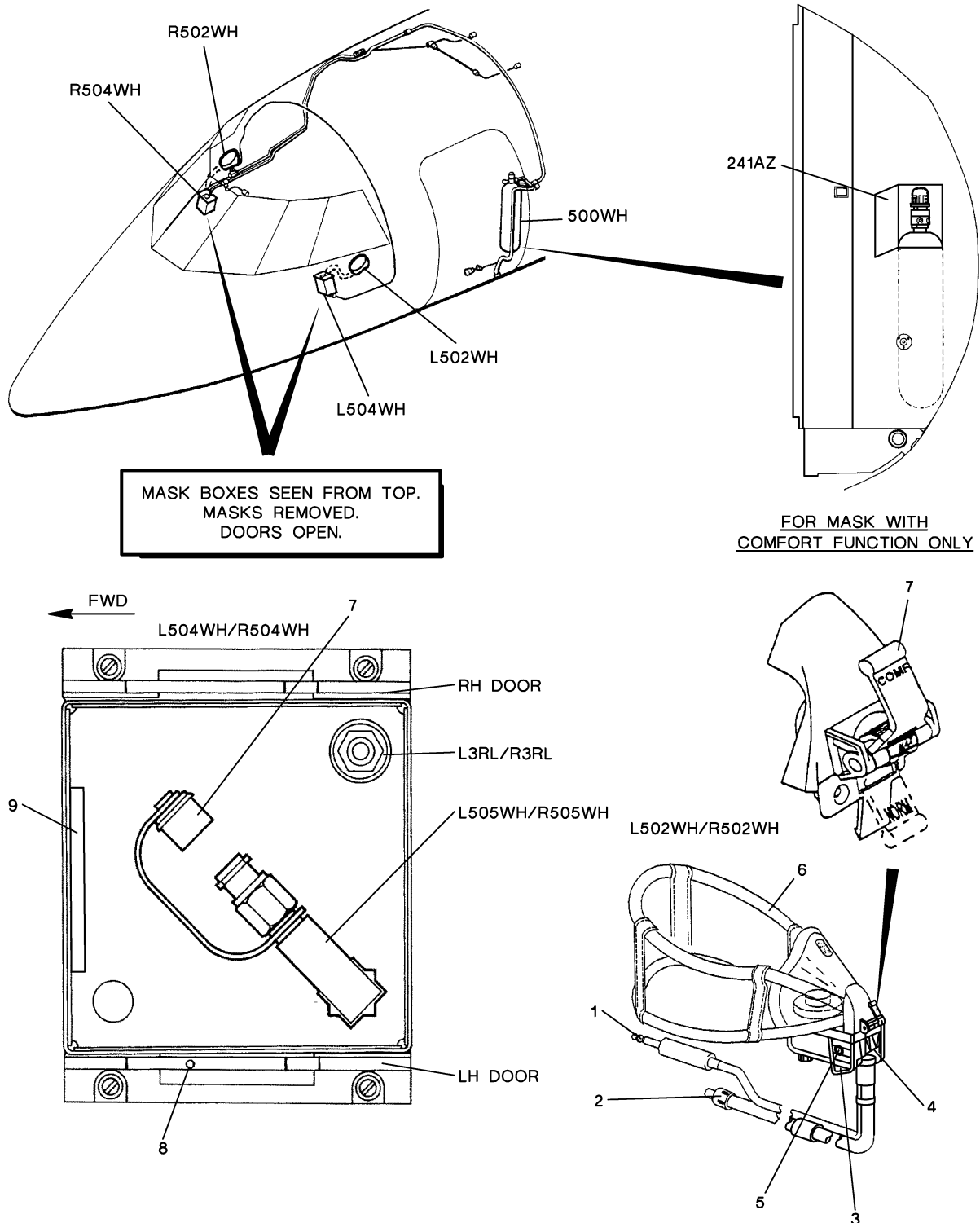
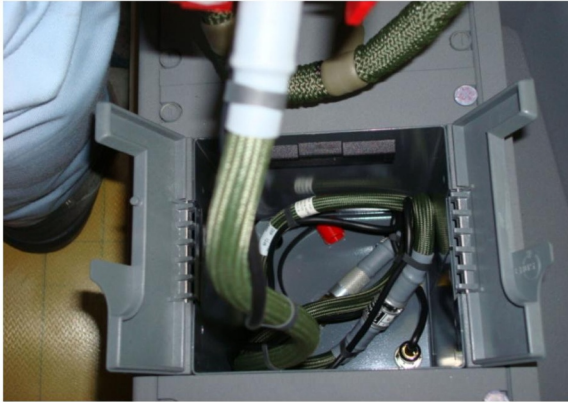


Figure 1: Location of Equipment

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

DETAIL A



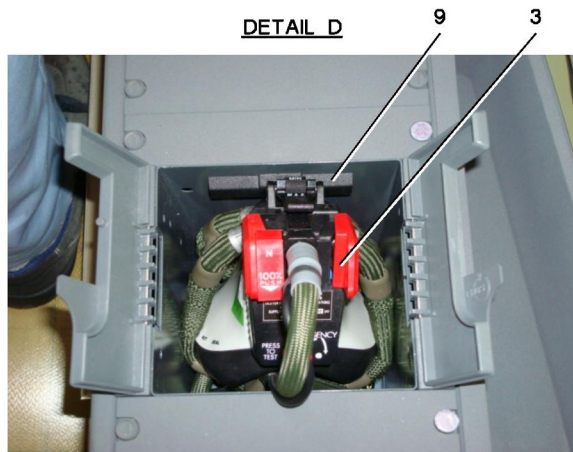
DETAIL B



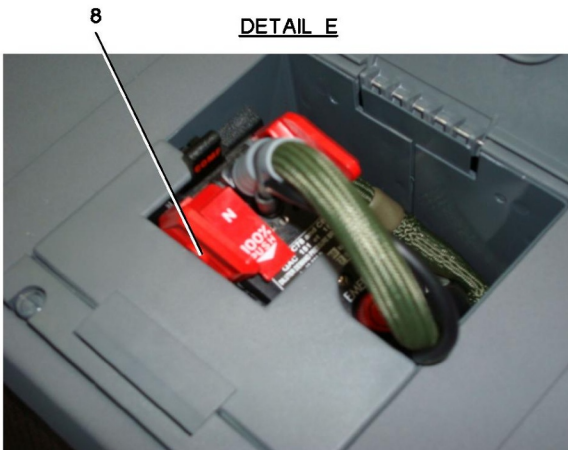
DETAIL C



DETAIL D



DETAIL E



DETAIL F

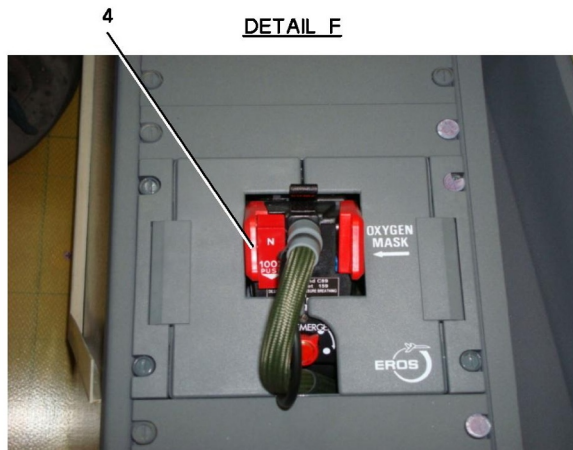


Figure 2: Stowage of the Crew Oxygen Masks

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-350-801 RESTORATION OF THE CREW OXYGEN MASKS (OVERHAUL)

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-350-801-01 LH pilot oxygen mask (**L502WH**)
- 35-10-05-350-801-02 RH pilot oxygen mask (**R502WH**)
- 35-10-05-350-801-03 third crew member oxygen mask (**524WH**)

The task consists in an overhaul of the regulator of the crew oxygen masks.

For Removal/Installation of the oxygen masks, refer to the AMM (Refer to **TASK 35-10-05-900-801**).

2. LOGISTICS

A. References

Reference

- **35-10-05-900-801**

Designation

REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-710-801

OPERATIONAL TEST OF THE CREW OXYGEN MASKS

WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE TYPE OF OPERATIONS TO BE PERFORMED ON THE OXYGEN SYSTEM:

- HANDS, CLOTHES AND TOOLS MUST BE IMPERATIVELY FREE OF GREASE.
- VENTILATE THE COCKPIT AND PASSENGER CABIN (PASSENGER DOOR OPEN).
- REFER TO THE PROCEDURE PROVIDING SPECIFIC INSTRUCTIONS FOR OXYGEN SYSTEM MAINTENANCE (REFER TO [TASK 35-00-00-910-801](#)).
- SMOKING IS PROHIBITED.
- CUT OFF ALL A/C POWER SUPPLIES.
- REPLACEMENT OF OXYGEN SYSTEM COMPONENTS WITH PASSENGERS ON BOARD IS PROHIBITED.

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-710-801-01 LH pilot oxygen mask ([L502WH](#))
- 35-10-05-710-801-02 RH pilot oxygen mask ([R502WH](#))
- 35-10-05-710-801-03 third crew member oxygen mask ([524WH](#))

This procedure describes the operational test of pilot/copilot oxygen masks ([L502WH](#))/([R502WH](#)). The following mask components are tested:

- the controller,
- the pneumatic harness,
- the microphone,
- the comfort function and the flowmeter indicator, as applicable.

This procedure is also applicable to the third crew member oxygen mask ([524WH](#)) when it is of the same type as the LH / RH pilot masks (option).

This procedure is not applicable if the third crew member mask is a passenger mask. In this case, the third crew member mask is tested at the same time as the passenger masks (Refer to [TASK 35-20-00-720-801](#)).

This procedure also includes a mask check consisting of a cleaning and a visual inspection of the pilot/copilot oxygen masks for correct condition.

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [35-00-00-910-801](#)
- [35-20-00-720-801](#)
- [35-10-05-100-801](#)
- [35-10-05-900-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OXYGEN SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
FUNCTIONAL TEST OF THE PASSENGER OXYGEN SYSTEM
CLEANING OF THE CREW OXYGEN MASKS
REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

B. Energy

- ELECTRICAL

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C. Access

Reference

- **241AZ**
- **PAX**

Designation

OXYGEN CYLINDER ACCESS DOOR
PASSENGER DOOR

3. OPERATIONAL TEST

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

- A. Open access door (**241AZ**).
- B. Open pressure reducing valve (1) of oxygen cylinder (**500WH**).
- C. In the cockpit, on pilot/copilot oxygen mask (**L502WH**)/(**R502WH**), pinch harness inflating controls (red levers) (7).
- D. Remove pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) from pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).
- E. Check that harness (9) inflates correctly.
- F. Maintain harness (9) inflated, then put pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) over your face.
- G. Release harness inflating controls (red levers) (7): harness (9) deflates until it is tight around your head.
- H. Check that you can breathe easily ("N - 100%" control pushbutton (5) set to "N" (dilution mode), then to "100%" (pure oxygen mode)): the mask supplies oxygen as the user breathes in.
- I. Set manual overpressure into operation by turning "PRESS TO TEST" knob (8) to "EMERGENCY" (counterclockwise direction).
- J. If pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) is provided with the comfort function, perform the following checks:
 - (1) Press "COMF" toggle switch (2) located on the regulator of pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) and pinch harness inflating controls (red levers) (7).
 - (2) Check that harness (9) slowly inflates.
 - (3) Release harness inflating controls (red levers) (7) and make sure that the pressure in harness (9) stabilizes.
 - (4) Set "COMF" toggle switch (2) back to "NORM" and check that harness (9) immediately deflates.
- K. If pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) is equipped with a flowmeter indicator on the oxygen hose, check for correct operation of flow indicator (6) as follows:
 - black indicator not visible: presence of an oxygen flow,
 - black indicator visible: absence of oxygen flow.
- L. Pull down slide (3) located on the mask until the red stripes are fully visible.

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- M. Check that overpressure operates via the regulator valve intended to supply pilot/copilot smoke goggles (**L507WH**)/(**R507WH**): pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) delivers a continuous oxygen flow.
- N. Stop manual overpressure by turning back "PRESS TO TEST" control knob (8) (clockwise direction).
- O. Push up slide (3) located on the mask until the red stripes fully disappear.
- P. Set "N - 100%" control pushbutton (5) to "100%".
- Q. Press "PRESS TO TEST" control knob (8) and check for a hissing noise: pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) delivers a continuous oxygen flow.
- R. Close pressure reducing valve (1) of oxygen cylinder (**500WH**).
- S. Close access door (**241AZ**).
- T. Test microphone (4) as follows:
 - (1) Energize the aircraft systems with batteries (refer to the procedure (Refer to **TASK 24-00-00-860-801**), paragraph "Energization from Batteries").
 - (2) On ICS 1 and 2 (**L2RL**)/(**R2RL**), press "SPK" (10) and "MASK" (11) pushbuttons, then press pilot/copilot push-to-talk button (**L8TB3**)/(**R8TB3**) on pilot/copilot control column/wheel (**L8TB**)/(**R8TB**).
 - (3) Speak in microphone (4) and make sure that you hear your voice from pilot/copilot loudspeaker (**L8RL**)/(**R8RL**).
 - (4) On ICS 1 and 2 (**L2RL**)/(**R2RL**), press "MASK" (11) and "SPK" (10) pushbuttons, then press pilot/copilot push-to-talk button (**L8TB3**)/(**R8TB3**).
 - (5) Speak in microphone (4) and make sure that you do not hear your voice from pilot/copilot loudspeaker (**L8RL**)/(**R8RL**).
 - (6) De-energize the aircraft systems with batteries (refer to the procedure (Refer to **TASK 24-00-00-860-801**), paragraph "De-energization from Batteries").

4. MASK CHECK

- A. Clean pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) (Refer to **TASK 35-10-05-100-801**).
- B. Inspect the different parts of pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) and check them for correct condition (anomalies, cuts, distortions):
 - regulator,
 - mask,
 - harness,
 - oxygen hose,
 - radio jack connector,
 - oxygen flow indicator.

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- C. Stow pilot/copilot oxygen mask (L502WH)/(R502WH) in pilot/copilot oxygen mask box (L504WH)/(R504WH) (Refer to TASK 35-10-05-900-801).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

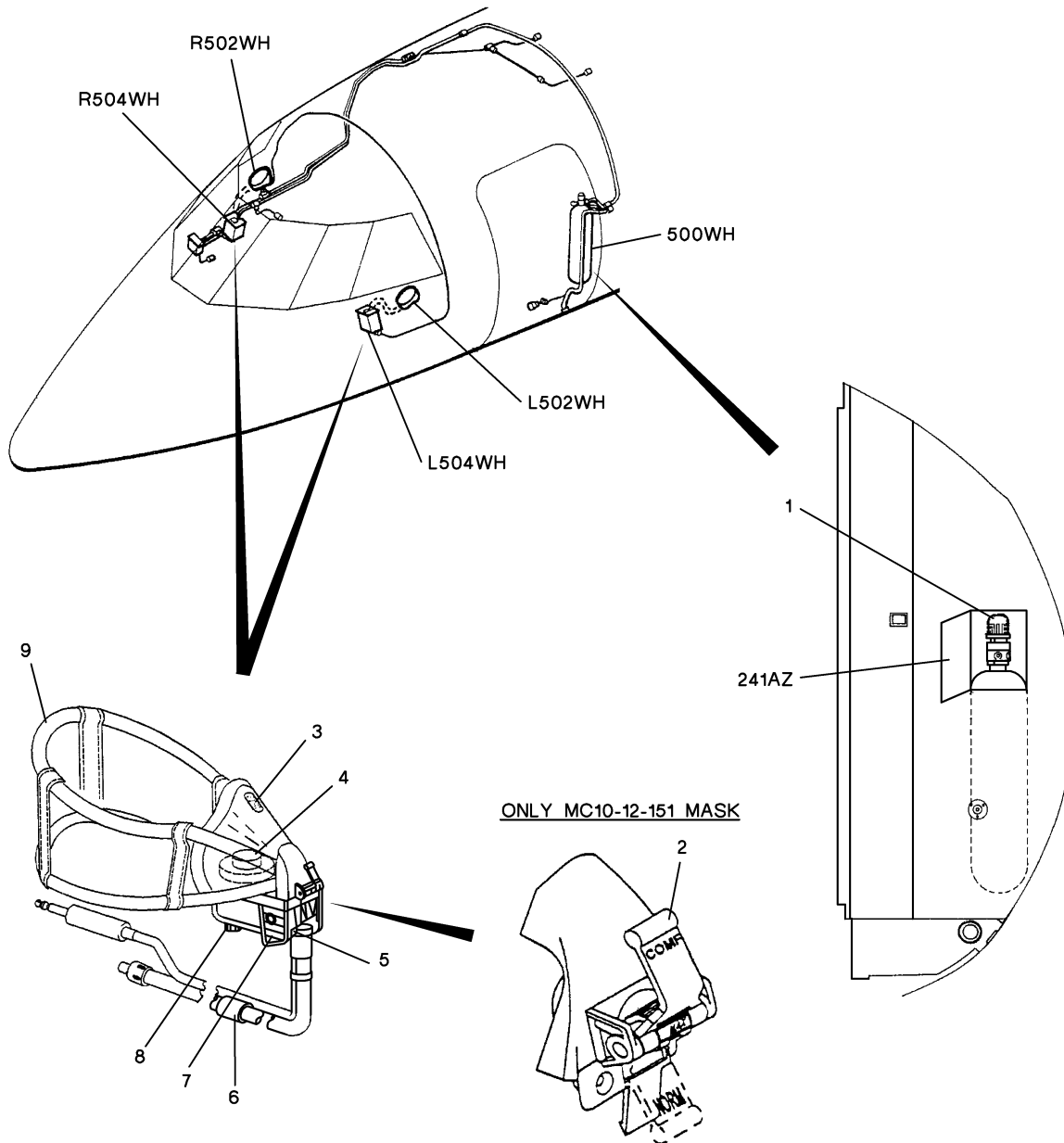


Figure 1: Operational Test of Crew Oxygen Masks

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

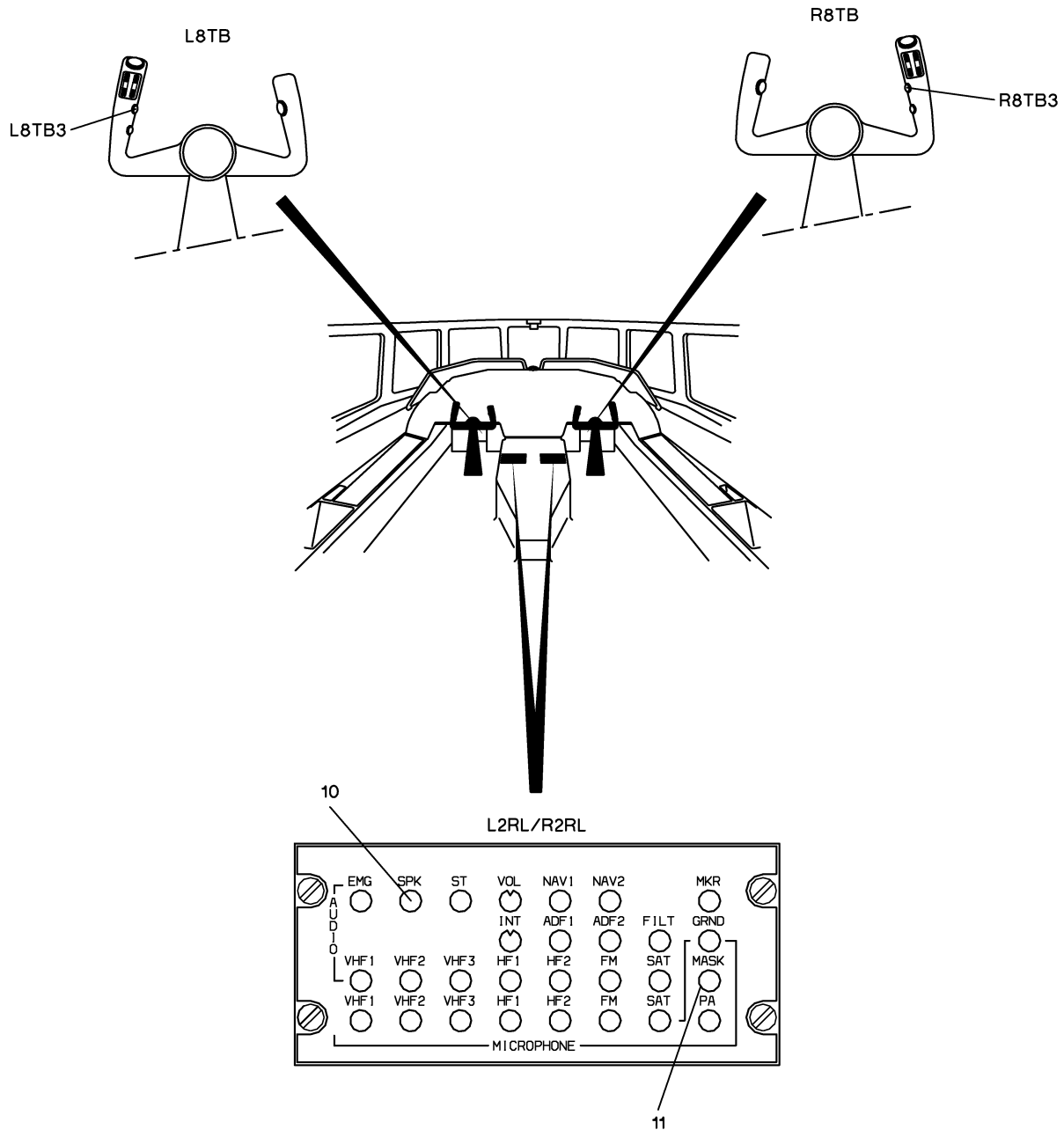


Figure 2: Location of Cockpit Controls

Project No: **BDHRN002**Job Card No **0015**

Notif.No.: 10049061

Activity: **1002**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: Inspect LP Water Separator Components

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 21

Check Type: 1A+ Inspection

Work Center	
FALCON A/C	

Zone: 100**Access Required for this task:**

194AR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069251 Operation: 0010 Phase: Inspect - 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.						
0002	Performed Leak Check During Run-Up					 Order: 80069251 Operation: 0020 Phase: Inspect - 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					

OEM Code: 21-52-19-200-801

Form No: JA-SAP-MTX-002

Operator Code: 21-52-19-200-801-01

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**

Job Card No **0015**

Notif.No.: 10049061



Activity: **1002**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **Inspect LP Water Separator Components**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 21

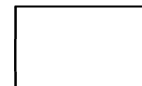
Check Type: 1A+ Inspection

Work Center	
FALCON A/C	

OFF					
ON					
OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 21-52-19-200-801

Operator Code: 21-52-19-200-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 21-52-19-200-801

INSPECTION / CHECK OF THE LP WATER SEPARATOR COMPONENTS

1. OVERVIEW OF THE JOB

Operation code: 21-52-19-200-801-01 LP water separator (**506HN**)

This procedure describes the following operations:

- The removal/installation of the LP water separator (**506HN**)
- The removal/installation and inspection of the coalescer
- The removal/installation of the coalescer sleeve
- The check of the LP water separator pressure-relief valve for sticking.

At least two operators are required for the removal and the installation of the fillet fairing (**194AR**).

At the end of this procedure, a leak check must be performed with the APU running.

NOTE: Three operators are required for the leak check (Refer to **TASK 21-00-00-790-801**).

2. LOGISTICS

A. References

Reference	Designation
• 20-41-00-900-809	REMOVAL / INSTALLATION OF FLEXINOX CLAMPS
• 21-00-00-790-801	LEAK CHECK OF THE AIR CONDITIONING SYSTEM
• 53-60-01-900-801	REMOVAL / INSTALLATION OF THE FUSELAGE FAIRINGS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• SILICONE GREASE	
• DETERGENT	

D. Spare Parts

Reference	Designation	Quantity
• R13200X250A21A6	O-RING	2
• R14000X200A21A6	O-RING	1
• R15000X300A21A6	O-RING	1

E. Additional Spare Parts

Reference	Designation	Quantity
• B31WA3010-053	COALESCER	1
• 8954-012	COALESCER SLEEVE	1
• 33350CA048	LOCKWASHER	4
• FGFB252308112A1	SUPPORT	1
• FGFB252308122A1	SUPPORT	1
• FGFB721676A1	DRAIN LINE	1

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• 1501100400	FLEXIBLE SLEEVE	1
• 1354600400	FLEXIBLE SLEEVE	2
• FGFB721560001A2	TIE-BOLT	2

F. Energy

- ELECTRICAL
- PNEUMATIC

G. Access

Reference	Designation
• 194AR	LOWER UNDER-PYLON FAIRING

H. Miscellaneous

- NYLON THREAD BRAID, 0.2 MM (0.08 IN) DIA. (LOCAL PROCUREMENT)

3. PRELIMINARY STEP

- A. Remove fillet fairing ([194AR](#)) (Refer to [TASK 53-60-01-900-801](#)).

4. REMOVAL OF LP WATER SEPARATOR (506HN)

Refer to [fig. 1](#)

- A. Remove the drain line (1).
- B. On the drain line (1) (see Detail B side):
 - (1) Remove the two FLEXINOX clamps (2) (Refer to [TASK 20-41-00-900-809](#)).
 - (2) Remove the two tie-bolts (3) without disassembling their half-brackets (5).
- C. On the turbocooler ([504HN](#)) (see Detail A side):
 - (1) Remove the two FLEXINOX clamps (7) (Refer to [TASK 20-41-00-900-809](#)).
 - (2) Remove the two tie-bolts (8) without disassembling their half-brackets (9).
- D. Loosen the two retaining straps (11) without opening them.
- E. Remove the flexible sleeves (4) and (10).
- F. Support the LP water separator ([506HN](#)) and open the two retaining straps (11).
- G. Remove the LP water separator ([506HN](#)).

5. REMOVAL OF COALESCER (3)

Refer to [fig. 2](#)

- A. Loosen the clamp screw and remove clamp (7).
- B. Remove the two half-brackets (8).

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- C. Remove the LP water separator inlet fitting (1).
- D. Discard O-ring (2).
- E. Remove the coalescer (3) from the LP water separator body.
- F. Discard O-rings (5), (6) and (9).

6. INSPECTION OF COALESCER (3)

Refer to **fig. 2** and **fig. 3**

- A. If the coalescer sleeve (24) is torn, punctured or excessively dirty, replace it as follows:
 - (1) Cut the two lines of thread stitches located 70 mm (2.75 in.) from each end of the coalescer.
 - (2) Remove the pin (27), the six screws (26) and six nuts (25).
 - (3) Remove the coalescer support (3); discard the coalescer sleeve (24).
 - (4) Insert a new coalescer sleeve (24) ([8954-012](#)) into its support, aligning its longitudinal sewing line with the support weld seam.

NOTE: Once assembled in its support, the coalescer must be stretched correctly.
 - (5) Secure the coalescer sleeve (24) to its support front flange with the six screws (26) and six nuts (25).
 - (6) Tighten the six nuts (25) to a torque of 0.15 to 0.17 m.daN (13 to 15 in.lbf).
 - (7) Fit the pin (27), screw it without locking.
 - (8) Fasten the coalescer sleeve (24) to the support, making two lines of nylon thread braid stitches spaced every five holes approximately (28).

- B. Inspect the coalescer grid for cracks.

CAUTION: NEVER INSTALL A COALESCER WITH A CRACKED GRID.

- C. If a crack is found, replace the coalescer (3) ([B31WA3010-053](#)).

7. CHECK OF PRESSURE-RELIEF VALVE (4)

Refer to **fig. 2**

- A. Press the pressure-relief valve (4), and check that the valve rod moves freely and that the valve does not stick to its seat.
- B. If required, clean the pressure-relief valve (4) with **detergent**.

8. INSTALLATION OF COALESCER (3)

Refer to **fig. 2**

- A. Apply a light coat of **silicone grease** to a new O-ring (2) ([R15000X300A21A6](#)), a new O-ring (6) ([R14000X200A21A6](#)) and two new O-rings (5) and (9) ([R13200X250A21A6](#)).

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- B. Install the new O-rings (5), (6) and (9).
- C. Install the coalescer (3) ([B31WA3010-053](#)) in the LP water separator body.
- D. Install the new O-ring (2).
- E. Install the LP water separator inlet fitting (1).
- F. Install the two half-brackets (8).
- G. Hold the two half-brackets (8) in position and install clamp (7).

9. PREPARATION BEFORE INSTALLATION

Refer to **fig. 1**

CAUTION: A TWISTED SUPPORT OR DRAIN LINE MAY CAUSE AN INCORRECT INSTALLATION OF THE FLEXIBLE SLEEVES.

- A. Make sure that the two supports of the LP water separator ([506HN](#)) are not twisted.
- B. Make sure that the support (12) of the decanting bowl (13) is not twisted.
- C. Make sure that the drain line (1) is not twisted.
- D. Make sure that the three flexible sleeves (4), (10) and (14) are in good condition.
- E. Make sure that the two tie-bolts (8) are not bent.
- F. Repair or replace the support(s) ([FGFB252308112A1](#))/ ([FGFB252308122A1](#)) of the LP water separator ([506HN](#)), if twisted.
- G. Repair the support (12) of the decanting bowl (13), if twisted.
- H. Replace the drain line (1) ([FGFB721676A1](#)), if twisted.
- I. Replace the flexible sleeve(s) (4) ([1354600400](#)), (10) ([1501100400](#)) and (14) ([1354600400](#)), if defective.
- J. Replace the tie-bolt(s) (8) ([FGFB721560001A2](#)), if defective (refer to paragraph "Adjustment of the Tie-bolts (8) (if necessary)").

10. INSTALLATION OF LP WATER SEPARATOR ([506HN](#))

Refer to **fig. 1**

CAUTION: AN INCORRECT INSTALLATION OF THE FLEXIBLE SLEEVES MAY CAUSE A CABIN DE-PRESSURIZATION OR A MALFUNCTION OF THE TURBINE ANTI-ICING VALVE.

- A. Detail C side:
 - Make sure that the flexible sleeve (14) and the two tie-bolts (15) are in correct position.

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NOTE 1: The sleeve-end beads (16) of the flexible sleeve (14) must abut on the end-fitting beads (17).

NOTE 2: The two tie-bolts (15) are fitted with a spacer (18). They are not adjustable.

- B. Position the LP water separator (**506HN**) and attach the two retaining straps (11).
- C. Do not tighten the two retaining straps (11).
- D. Install the two flexible sleeves (4) (Detail B side) and (10) (Detail A side).
- E. Detail B side:
 - (1) Install the drain line (1).
 - (2) Make sure that the flexible sleeve (4) remains in correct position.

NOTE: The sleeve-end beads (19) of the flexible sleeves (4) must abut on the end-fitting beads (20).
 - (3) Install the two tie-bolts (3).

NOTE: The two tie-bolts (3) are fitted with a spacer (21). They are not adjustable.
 - (4) Install the two FLEXINOX clamps (2) on the half-brackets (5) (Refer to **TASK 20-41-00-900-809**).
- F. Detail A side:
 - (1) Make sure that the flexible sleeve (10) remains in correct position.

NOTE: The sleeve-end beads (22) of the flexible sleeve (10) must abut on the end-fitting beads (23).
 - (2) Install the two tie-bolts (8).
 - (3) Install the two FLEXINOX clamps (7) on the half-brackets (9) (Refer to **TASK 20-41-00-900-809**).
- G. Tighten and lock the two retaining straps (11).
- H. Make sure that the three flexible sleeves (14), (4) and (10) remain in correct position.

11. ADJUSTMENT OF TIE-BOLTS (8) (IF NECESSARY):

Refer to **fig. 1** and **fig. 4**

NOTE: The two tie-bolts (8) must be adjusted with the same accuracy. Length adjustment may be necessary if the LP water separator, the supports of the LP water separator or the drain line (1) have been replaced.

- A. Unscrew the adjustment nuts (1) and (3) of the tie-bolt (8).
- B. Remove nut (1) with its lockwasher (2).
- C. Remove the half-bracket (4) with the lockwasher (2) of the second nut (3).
- D. Discard the two lockwashers (2).

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- E. Slightly unscrew nut (3).
- F. Install the half-bracket (5) on the tie-bolt (8) with the two nuts (3) and (1) and two new lockwashers (2) ([33350CA048](#)).
- G. Install the two half-brackets (5) and (4) (**fig. 4**) on the flexible sleeve (10) (**fig. 1**).
- H. Install the two FLEXINOX clamps (7) (**fig. 1**) (Refer to [TASK 20-41-00-900-809](#)).
- I. Screw the nut (3) until it comes into contact with the half-bracket (5).
- J. Screw nut (1) until it comes into contact with the half-bracket (5).
- K. Tighten the two nuts (1) and (3) together.
- L. Safety the two nuts (1) and (3) with the lockwashers (2).

CAUTION: AN INCORRECT INSTALLATION OF THE FLEXIBLE SLEEVE MAY CAUSE A CABIN DE-PRESSURIZATION OR A MALFUNCTION OF THE TURBINE ANTI-ICING VALVE.

- M. Make sure that the flexible sleeve (10) is in correct position (**fig. 1**).

NOTE: The sleeve-end beads (22) of the flexible sleeve (10) must abut on the end-fitting beads (23).

12. LEAK CHECK

- A. Check for leaks at the LP water separator (Refer to [TASK 21-00-00-790-801](#)).

13. FINAL STEP

- A. Install fillet fairing (**194AR**) (Refer to [TASK 53-60-01-900-801](#)).

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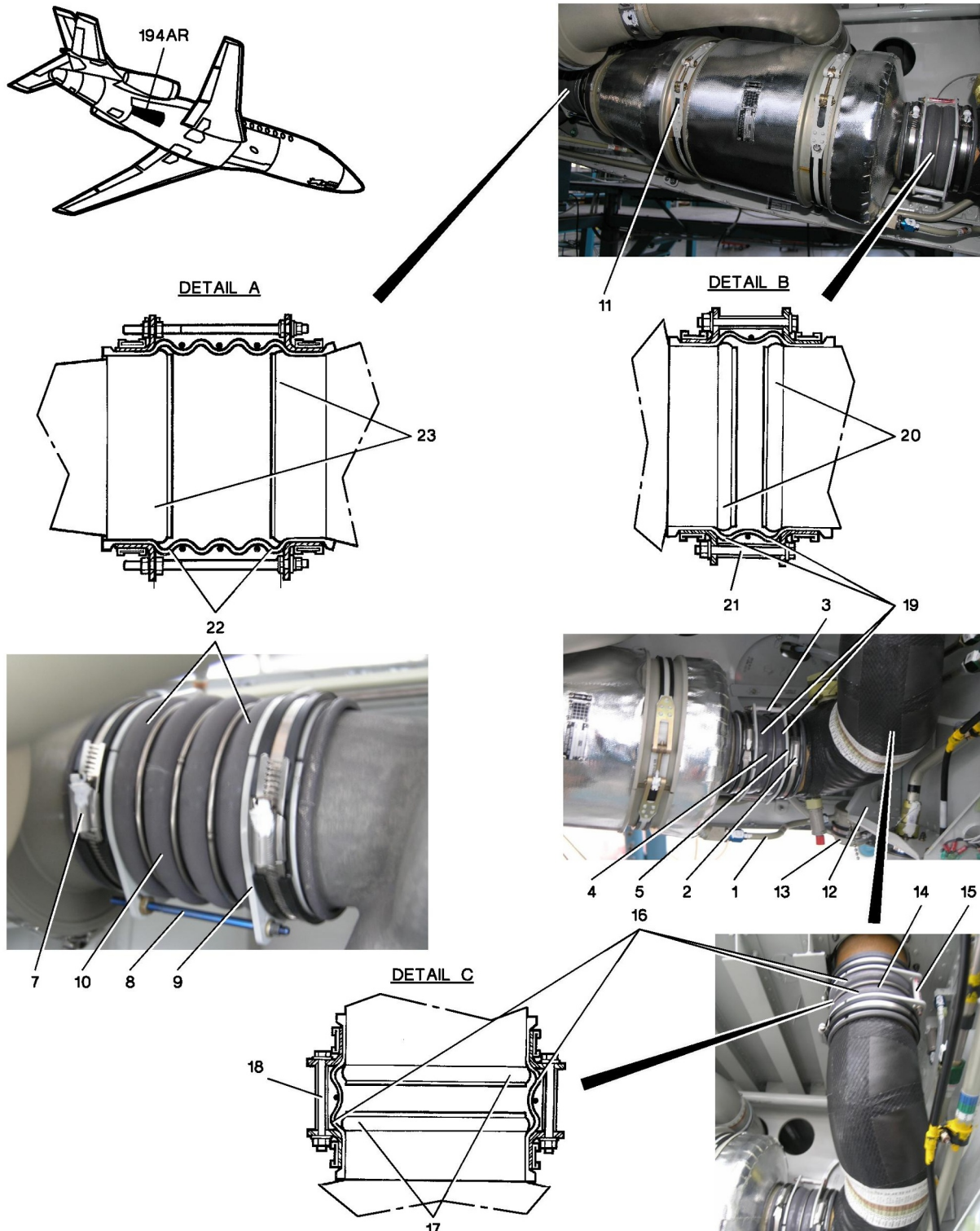


Figure 1: REMOVAL/INSTALLATION OF LP WATER SEPARATOR

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

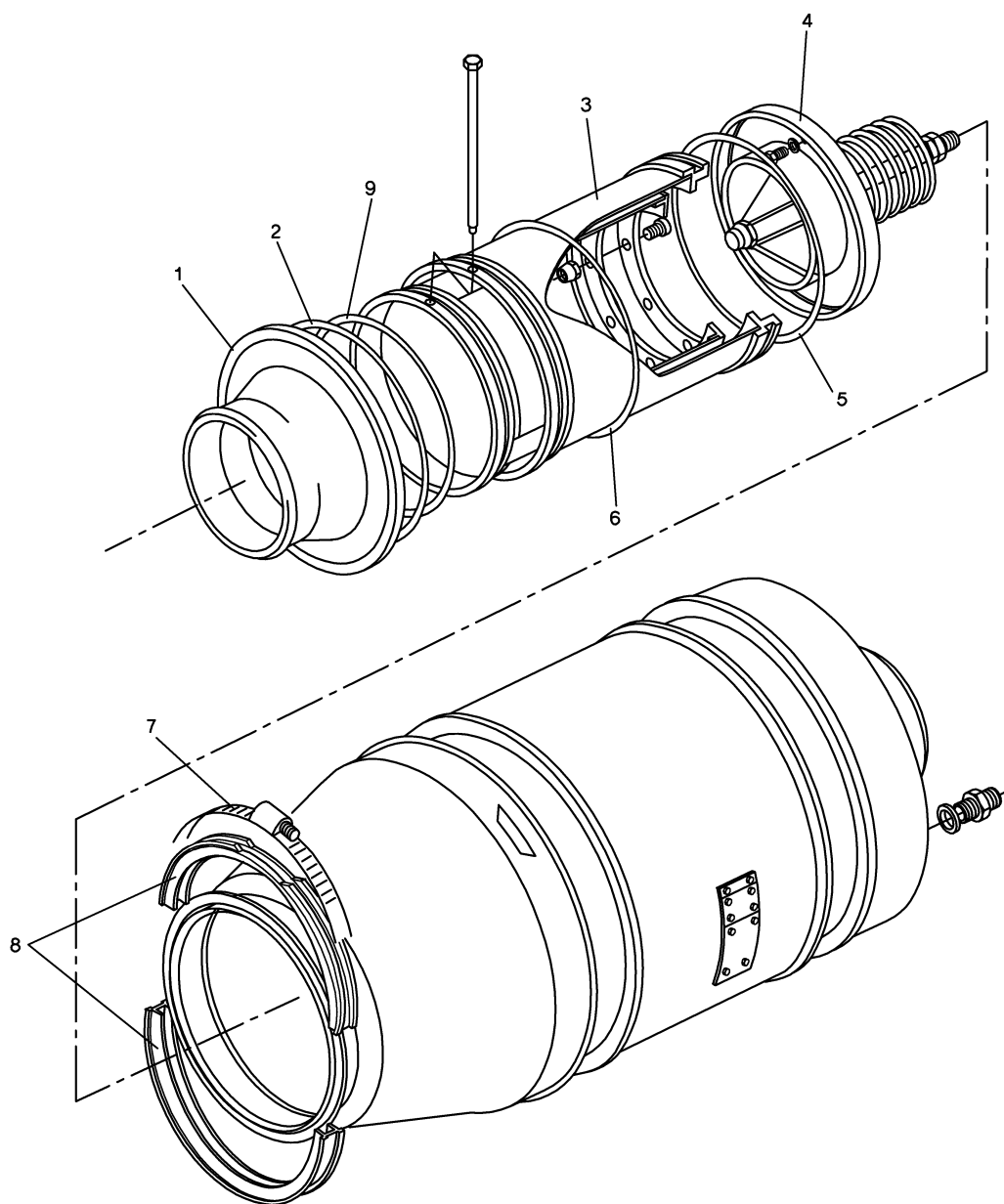


Figure 2: REMOVAL - INSPECTION - INSTALLATION OF COALESCER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

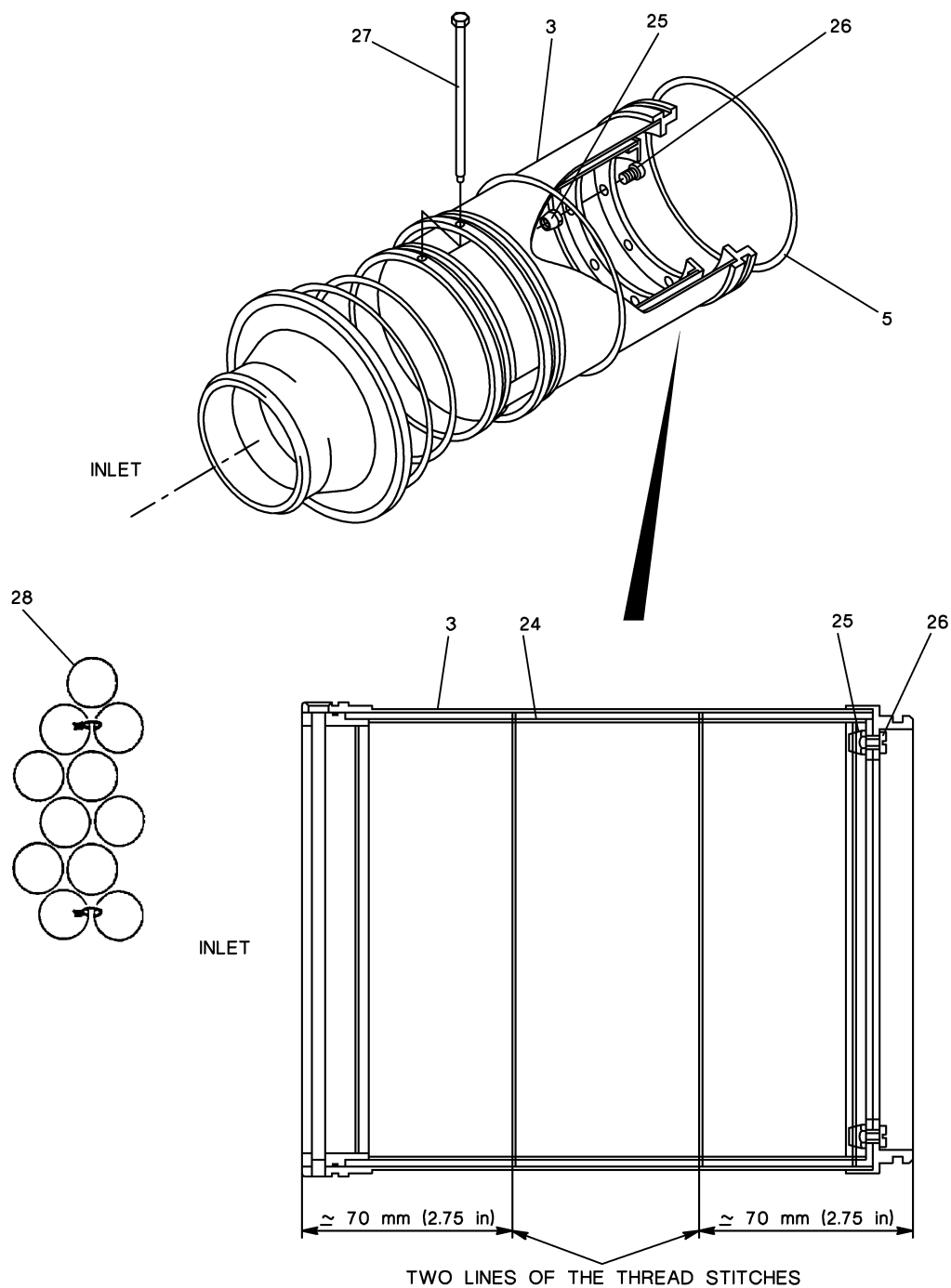


Figure 3: REMOVAL/INSTALLATION OF COALESCER SLEEVE

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

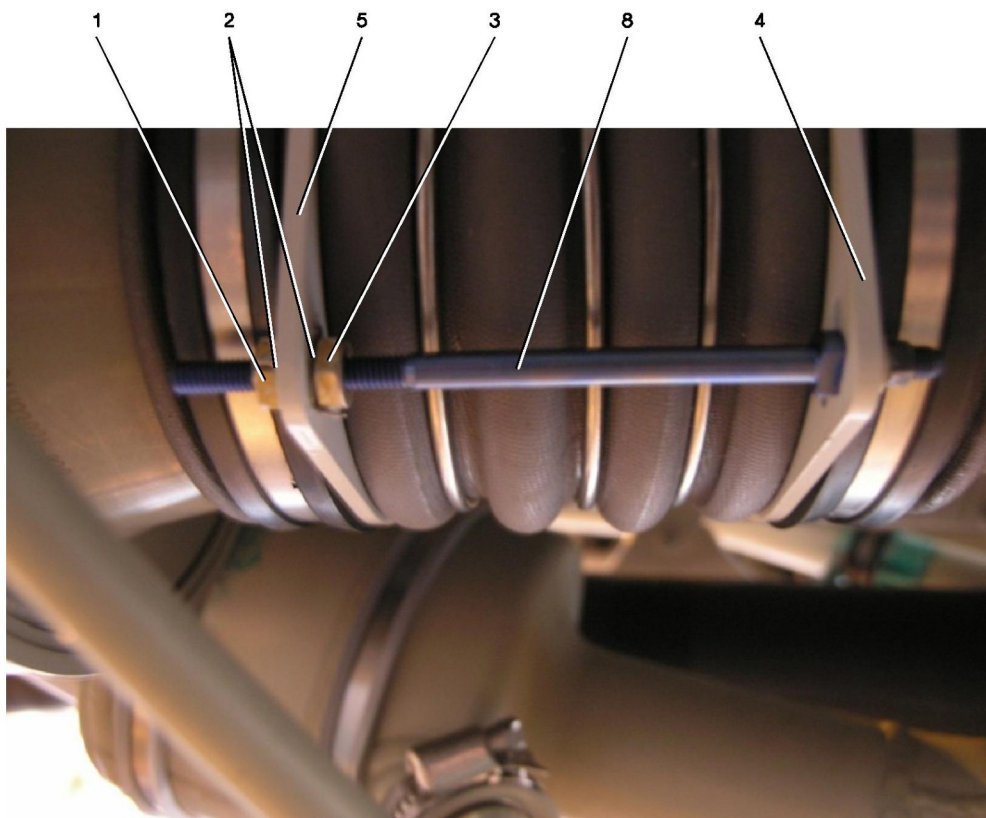


Figure 4: ADJUSTMENT OF TIE-BOLTS (8)

Project No: **BDHRN002**Job Card No **0016**

Notif.No.: 10049091

Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **INSP Onboard Kit**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 100,200,300**Access Required for this task:**

194BR,BAG,MSD

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069253 Operation: 0010 Phase: Inspect - 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.

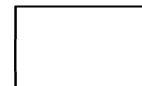
Defect Card Raised

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: 25-00-01-200-801

Operator Code: 25-00-01-200-801-01

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.: **25.065**

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
------	------	-----------------------

**>25-00-01-200-801- INSPECTION OF THE ONBOARD KIT
01**

REMARKS : _____

AMM 25-00-01-200-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 25-00-01-200-801 INSPECTION OF THE ONBOARD KIT

1. OVERVIEW OF THE JOB

Operation code: 25-00-01-200-801-01

2. LOGISTICS

A. Access

Reference

- **194BR**
- **BAG**
- **MSD**

Designation

FUELING CONTROL PANEL ACCESS DOOR
BAGGAGE COMPARTMENT DOOR
SERVICING COMPARTMENT DOOR

3. CHECK

A. Check the contents of the fly-away kit and inspect the various tools in the fly-away kit.

(1) In baggage compartment

Equipment	QTY per A/C
Fly-away kit bag containing:	1
- engine 1 and engine 3 air intake blanking covers	2
- engine 1 and engine 3 exhaust blanking covers	2
- engine 2 exhaust blanking cover	1
- APU exhaust blanking cover	1
- normal static pressure port cover	2
- standby static pressure port cover	2
- angle-of-attack sensor cover	2
- temperature probe blanking cover	1
- ice detector cover (A/C with SB F900EX-170)	1
- pitot probe cover	3
- jack pad	3
- adapter for nose landing gear wheel (removal/installation)	1
- adapter for main landing gear wheels (removal/installation)	1

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

Equipment	QTY per A/C
- landing gear retraction inhibition tool	1
- fuselage water draining tool	1
- tool set for hydraulic reservoir filling (see NOTE)	1
- safety pins to hold thrust reverser doors in stowed position (in flight) with locking screw NAS1802-08-5	2
- locking screws for pins to hold thrust reverser doors in stowed position (in flight)	4
- engine 2 air intake blanking cover rod	1
- engine 2 air intake blanking cover rod sheath	1

NOTE: On A/C with SB F900EX-29 , the tool set for hydraulic reservoir filling is located in the mechanic's servicing compartment.

(2) In mechanic's servicing compartment

Equipment	QTY per A/C
Fly-away kit bag containing:	1
- engine 2 air intake blanking cover	1
- fuel tank sump tool kit or	1
- fuel tank sump tool and blade	1

(3) In refueling connector box structure

Equipment	QTY per A/C
Electrostatic grounding set for gravity fueling	1

Project No: **BDHRN002**Job Card No **0017**

Notif.No.: 10049212

Activity: **1017**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: VI Ext Leaks Flt Control Hyd Components

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Work Center	
FALCON A/C	

Zone: 100,200,300,500,600,700**Access Required for this task:**

113FZ,114DZ,143BL,251CL,323EL,331BT,341BT,512CB,512DB,522AB,522CB,522FB,550AB,561AT,561CT,571AT,571CT,571ET,571FT,612CB,622AB,622CB,622FB,650AB,661AT,661CT,671AT,671CT,671ET,671FT,731AB,741AB,M SD,PAX

Corrective Action

0001

Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.**This task satisfies operator codes 27-00-00-220-801-01 & 27-00-00-220-801-01A**

Accomplished

Inspected

Pers. No.

Date

Pers. No.

Date

Stamp

Stamp

Completed & Confirmed on SAP IAW MOE 2.13.



Order: 80069321

Operation: 0010

Phase: Inspect - scheduling activity

Work Center: FALCON A/C TEAM

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: 27-00-00-220-801

Operator Code: 27-00-00-220-801-01A

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.: **27.025**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At		4000					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>27-00-00-220-801- ☐ **VISUAL INSPECTION OF FLIGHT CONTROL HYDRAULIC
01A COMPONENTS (MANDATORY REF 5-40-20)**
MANDATORY 5-40

REMARKS : _____

AMM 27-00-00-220-801 NOTE: OPERATION COVERED BY STRUCTURAL INSPECTIONS 53-003, 53-008, 55-000 AND 57-000 SCHEDULED EVERY 2 YEARS. REFER TO 530031, 530091, 550001, 570001 AND 570002 FOR LAST COMPLIANCE INFORMATION.

Operator: **HERON AVIATION**

Work Card No.: **27.025**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

7 ALD 05-40/20 PAGE NO.:PAGE 1/2 REF: 27-003 DATE: 03/2011 11

27-00-00-220-801-01 VISUAL INSPECTION OF FLIGHT CONTROL HYDRAULIC COMPONENTS (MANDATORY REF 5-40-20)
A

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 27-00-00-220-801

VISUAL INSPECTION OF FLIGHT CONTROL HYDRAULIC COMPONENTS FOR EXTERNAL LEAKS

1. OVERVIEW OF THE JOB

Operation code: 27-00-00-220-801-01

General description of the procedure

This procedure describes the operations to be performed to check for:

- integrity of the servo-actuator linkages by a visual inspection,
- leak of the hydraulic equipment in static and dynamic modes.

NOTE: The hydraulic and electro-hydraulic equipment items to be checked are listed in the Table below.

Table 1: Flight control hydraulic components to be checked

EQUIPMENT	ACCESS DOOR
Aileron servo-actuator (L521CC)/(R521CC)	(550AB)/(650AB)
Rudder servo-actuator (571CC)	(323EL)
Elevator servo-actuator (522CW)	(331BT)/(341BT)
Roll ARTHUR variable bellcrank (33CW) (A/C 2 to 11)	(113FZ)/(114DZ)
Pitch ARTHUR variable bellcrank (43CW)	(MSD)
Pitch ARTHUR servovalve (47CW)	(MSD)
Flap power drive unit (3CG)	(731AB)
Airbrake actuators (L500CD)/(L501CD)/(L502CD)/(R500CD)/(R501CD)/(R502CD)	(561CT)/(571ET)/(571FT)/(661CT)/ (671ET)/(671FT)
Airbrake restrictors (L506CD)/(L507CD)/(L508CD)/(R506CD)/(R507CD)/(R508CD)	(561AT)/(571AT)/(571CT)/(661AT)/ (671AT)/(671CT)
Middle airbrake valve (2CD)	(741AB)
Inboard and outboard airbrake valve (3CD)	(741AB)
Airbrake pressure holding valve (503CD)	(741AB)
Airbrake pressure accumulator gauge (504CD)	(741AB)
Airbrake charging valve (505CD)	(741AB)
Slat actuators (L500CM)/(L501CM)/(L502CM)/(L503CM)/(R500CM)/(R501CM)/ (R502CM)/(R503CM)	(512CB)/(522AB)/(522CB)/(522FB)/ (612CB)/(622AB)/(622CB)/(622FB)
Outboard slat manifold (L3CM)	(143BL)/(251CL)

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EQUIPMENT	ACCESS DOOR
Inboard slat valve (17CM)	(143BL)/(251CL)
Outboard slat emergency valve (R3CM)	(741AB)

- Observe the definition and various aspects of the hydraulic fluid lost (Refer to **TASK 20-32-00-910-802**).
- The procedure requires two operators:
 - one operator in the cockpit,
 - one operator to check for leaks on the hydraulic equipment.

2. LOGISTICS

A. References

Reference	Designation
• 20-32-00-910-802	ACCEPTANCE CRITERIA FOR HYDRAULIC LEAKS
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 27-00-00-910-801	FLIGHT CONTROL SYSTEM MAINTENANCE AND SAFETY
	PRECAUTIONS
• 27-50-00-860-802	EXTENSION / RETRACTION OF THE SLATS / FLAPS FOR
	MAINTENANCE
• 27-60-00-860-801	EXTENSION / RETRACTION OF THE AIRBRAKES FOR
	MAINTENANCE
• 29-00-00-860-801	PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC
	SYSTEMS
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TO-20-947	EMPENNAGE ACCESS PLATFORM	

C. Ingredients and Consumable Products

Designation	Additional designation
• CLEANER	MULTIPURPOSE

D. Energy

- ELECTRICAL
- HYDRAULIC

E. Access

Reference	Designation
• 113FZ	COCKPIT FLOOR
• 114DZ	COCKPIT FLOOR
• 143BL	WING ROOT LOWER ACCESS DOOR
• 251CL	WING ROOT UPPER ACCESS DOOR
• 323EL	FIN ACCESS DOOR
• 331BT	FRONT SPRING-LOADED FIN FAIRING

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **341BT** FRONT SPRING-LOADED FIN FAIRING
- **512CB** WING LOWER SURFACE INBOARD LEADING EDGE ACCESS PANEL
- **522AB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 1
- **522CB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 3
- **522FB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 6
- **550AB** AILERON SERVO-ACTUATOR ACCESS DOOR
- **561AT** INBOARD AIRBRAKE INBOARD ACCESS DOOR
- **561CT** INBOARD AIRBRAKE MIDDLE ACCESS DOOR
- **571AT** MIDDLE AIRBRAKE INBOARD ACCESS DOOR
- **571CT** OUTBOARD AIRBRAKE INBOARD ACCESS DOOR
- **571ET** MIDDLE AIRBRAKE MIDDLE ACCESS DOOR
- **571FT** OUTBOARD AIRBRAKE MIDDLE ACCESS DOOR
- **612CB** WING LOWER SURFACE INBOARD LEADING EDGE ACCESS PANEL
- **622AB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 1
- **622CB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 3
- **622FB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 6
- **650AB** AILERON SERVO-ACTUATOR ACCESS DOOR
- **661AT** INBOARD AIRBRAKE INBOARD ACCESS DOOR
- **661CT** INBOARD AIRBRAKE MIDDLE ACCESS DOOR
- **671AT** MIDDLE AIRBRAKE INBOARD ACCESS DOOR
- **671CT** OUTBOARD AIRBRAKE INBOARD ACCESS DOOR
- **671ET** MIDDLE AIRBRAKE MIDDLE ACCESS DOOR
- **671FT** OUTBOARD AIRBRAKE MIDDLE ACCESS DOOR
- **731AB** LH MLG MAIN DOOR
- **741AB** RH MLG MAIN DOOR
- **MSD** SERVICING COMPARTMENT DOOR
- **PAX** PASSENGER DOOR

F. Miscellaneous

- SHEET OF WHITE PAPER (LOCAL PROCUREMENT)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. PRELIMINARY STEPS

- A. Observe all applicable recommendations and safety precautions to prevent injury to personnel and damage to equipment (Refer to [TASK 27-00-00-910-801](#)).
- B. Remove the access doors and floor panels according to Table 1.
- C. Manually open the LH and RH main L/G doors according to Table 1 (Refer to [TASK 32-10-00-860-801](#), paragraph "Manual Opening of Main Landing Gear Doors").

4. VISUAL INSPECTION

- A. Check for integrity of the linkages of:
 - the aileron servo-actuators ([L521CC](#)) and ([R521CC](#)),
 - the rudder servo-actuator ([571CC](#)),
 - the elevator servo-actuator ([522CW](#)).
- B. Check the linkages between the servo-actuators and the aircraft fixed structure.
- C. Check the linkages between the servo-actuators and the control surfaces.

5. LEAKTIGHTNESS CHECK ON HYDRAULIC EQUIPMENT

- A. Visual Check for Leaks
 - (1) Check for leaks on the equipment items listed Table 1.
 - (2) If traces of hydraulic fluid are found on the equipment or inside the box structure, perform a static and a dynamic leak checks (see paragraphs 5.B. through 5.C.).

NOTE: Static and dynamic leak checks must be performed on flight control hydraulic equipment items whenever traces of hydraulic fluid are found on the equipment item or in its box structure.

- B. Static Check

NOTE: A slight seepage is normal. If a leak is detected, do not wipe the equipment at the leak. Proceed as follows:

- (1) Make sure that the pressure is dropped in hydraulic systems 1 and 2. If necessary, drop the residual pressure (Refer to [TASK 29-00-00-860-801](#), paragraph "Cut off and Drop the Pressure from Hydraulic Ground Power Unit").
- (2) Place a sheet of white paper under the presumed leak.
- (3) Closely watch the equipment to determine the origin of the seepage:
 - if the seepage is at the sliding rod, the maximum acceptable leak rate is one drop over 15 minutes,
 - if the seepage is elsewhere, the maximum acceptable leak rate is one drop over 30 minutes.
- (4) If the leakage is more significant, replace the equipment.

- C. Dynamic Check

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (1) Thoroughly wipe the equipment with a clean lint-free cloth and **cleaner**.
- (2) Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- (3) Connect the hydraulic ground power unit to hydraulic systems 1 and 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Connection of the Hydraulic Ground Power Unit").
- (4) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- (5) Pressurize hydraulic systems 1 and 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Pressurization from Hydraulic Ground Power Unit").
- (6) Slat actuators (**L500CM**), (**L501CM**), (**L503CM**), (**R500CM**), (**R501CM**) and (**R503CM**)
 - (a) Perform a series of three extension/retraction of slats in normal mode to stabilize the leakage (Refer to **TASK 27-50-00-860-802**, paragraphs "Extension in Normal Mode" and "Retraction in Normal Mode").
 - (b) Then, perform a series of twelve extension/retraction of slats in normal mode and check that the number of fluid drops does not exceed two drops (Refer to **TASK 27-50-00-860-802**, paragraphs "Extension in Normal Mode" and "Retraction in Normal Mode").
- (7) Slat emergency actuators (**L502CM**) and (**R502CM**)
 - (a) Perform a series of three extension of slats in emergency mode/ retraction after an emergency mode extension to stabilize the leakage (Refer to **TASK 27-50-00-860-802**, paragraphs "Extension of Outboard Slats with "EMERG SLATS" Switch" and "Retraction of Outboard Slats after an Emergency Mode Extension").
 - (b) Then, perform a series of twelve extension of slats in emergency mode/ retraction after an emergency mode extension and check that the number of fluid drops does not exceed two drops (Refer to **TASK 27-50-00-860-802**, paragraphs "Extension of Outboard Slats with "EMERG SLATS" Switch" and "Retraction of Outboard Slats after an Emergency Mode Extension").
- (8) Airbrake actuators (**L500CD**), (**L501CD**), (**L502CD**), (**R500CD**), (**R501CD**) and (**R502CD**)
 - (a) Perform a series of three extension/retraction of the three pair of airbrakes to stabilize the leakage (Refer to **TASK 27-60-00-860-801**, paragraphs "Extension" and "Retraction").
 - (b) Then, perform a series of twelve extension/retraction of the three pair of airbrakes and check that the number of fluid drops does not exceed two drops (Refer to **TASK 27-60-00-860-801**, paragraphs "Extension" and "Retraction").
- (9) Servo-actuators (**L521CC**), (**R521CC**), (**571CC**) and (**522CW**)

NOTE 1: The servo-actuators (aileron (**L521CC**) and (**R521CC**), rudder (**571CC**), elevator (**522CW**)) are controlled using pilot/copilot control column/wheel (**L8TB**)/(**R8TB**) and pilot/copilot yaw control pedal assembly (**L550CC**)/(**R550CC**).

NOTE 2: One cycle corresponds to a control column/wheel or a yaw control pedal deflection from neutral position to stop, then stop to stop, and from stop back to neutral position.

 - (a) Perform a series of ten preliminary cycles to stabilize the leakage.
 - (b) Then, perform a series of twenty-five cycles and check that the number of fluid drops does not exceed two drops.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

(10) Pitch ARTHUR variable bellcrank (**43CW**)

NOTE 1: Pitch ARTHUR variable bellcrank (**43CW**) is controlled using the airbrake/tailplane/trim control box (**2CF**).

NOTE 2: One cycle corresponds to a Horizontal Stabilizer deflection from -5° to +1° and back to -5°.

- (a) Perform a series of ten preliminary cycles to stabilize the leakage.
- (b) Then, perform a series of twenty-five cycles and check that the number of fluid drops does not exceed two drops.

(11) Roll ARTHUR variable bellcrank (**33CW**) (A/C 2 to 11)

NOTE 1: Roll ARTHUR variable bellcrank (**33CW**) is control using the Indicated Airspeed (IAS).

NOTE 2: One cycle corresponds to a variation of the Indicated Airspeed (IAS) from the "low speed" to the "high speed" ARTHUR position.

- (a) Perform a series of ten preliminary cycles to stabilize the leakage.
- (b) Then, perform a series of twenty-five cycles and check that the number of fluid drops does not exceed two drops.

(12) Flap power drive unit (**3CG**)

- (a) Operate the flaps through one full extension/retraction cycle in normal mode to stabilize the leakage (Refer to **TASK 27-50-00-860-802**, paragraphs "Extension in Normal Mode" and "Retraction in Normal Mode").
- (b) Then, perform a series of two fully extension/retraction of flaps and check that the number of fluid drops does not exceed one drop (Refer to **TASK 27-50-00-860-802**, paragraphs "Extension in Normal Mode" and "Retraction in Normal Mode").

(13) If the number of fluid drops is out of tolerances, replace the equipment.

6. FINAL STEPS

- A. Cut off and drop the pressure in hydraulic systems 1 and 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Cut off and Drop the Pressure from Hydraulic Ground Power Unit").
- B. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- C. Disconnect the hydraulic ground power unit (Refer to **TASK 29-00-00-860-801**, paragraph "Disconnection of the Hydraulic Ground Power Unit").
- D. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").
- E. Manually close the LH and RH main L/G doors (Refer to **TASK 32-10-00-860-801**, paragraph "Closing of Main Landing Gear Doors").
- F. Install the access doors and floor panels according to Table 1.

Project No: **BDHRN002**Job Card No **0018**

Notif.No.: 10049060

Activity: **1002**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **GVI Ecu Heat Exchanger Grid**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 21

Check Type: 1A+ Inspection

Work Center	
FALCON A/C	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069250 Operation: 0010 Phase: Inspect - 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: 21-52-09-210-802

Operator Code: 21-52-09-210-802-01

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.: **21.360**

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
------	------	-----------------------

**>21-52-09-210-802- GENERAL VISUAL INSPECTION OF THE ECU HEAT
01 EXCHANGER GRID**

REMARKS : _____

AMM 21-52-09-210-802

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 21-52-09-210-802

GENERAL VISUAL INSPECTION OF THE ECU HEAT EXCHANGER GRID

1. OVERVIEW OF THE JOB

Operation code: 21-52-09-210-802-01

2. LOGISTICS

A. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

B. Additional Spare Parts

Reference	Designation	Quantity
• FGFB721590205A2	SPRING	1

C. Miscellaneous

- BRUSH (LOCAL MANUFACTURE)
- VACUUM CLEANER (LOCAL MANUFACTURE)

3. CHECK

Refer to **fig. 1**

- A. Gain access to the front face of heat exchanger (**503HN**) through the additional air inlet flap.

NOTE: The additional air inlet flap is located under the aircraft between frames 25 and 26.

- B. Lift the additional air inlet flap.

- C. Inspect the front face of the grid to make sure that there are no distortions or foreign objects.

NOTE: On the ground, the air inlet flap is kept partially open by a spring.

- D. Check the condition of the spring.

- E. Using a rule, check that the out-of-flushness of the flap relative to the profile is comprised between 4 and 7 mm (0.16 and 0.28 in.).

- F. Replace spring (**FGFB721590205A2**) if it is damaged or if its dimensions are not correct.

- G. Clean as required.

4. CLEANING

- A. Brush the heat exchanger grid with a suitable brush, taking care not to damage the heat exchanger grid.

- B. Clean the heat exchanger air inlet duct with a vacuum cleaner.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

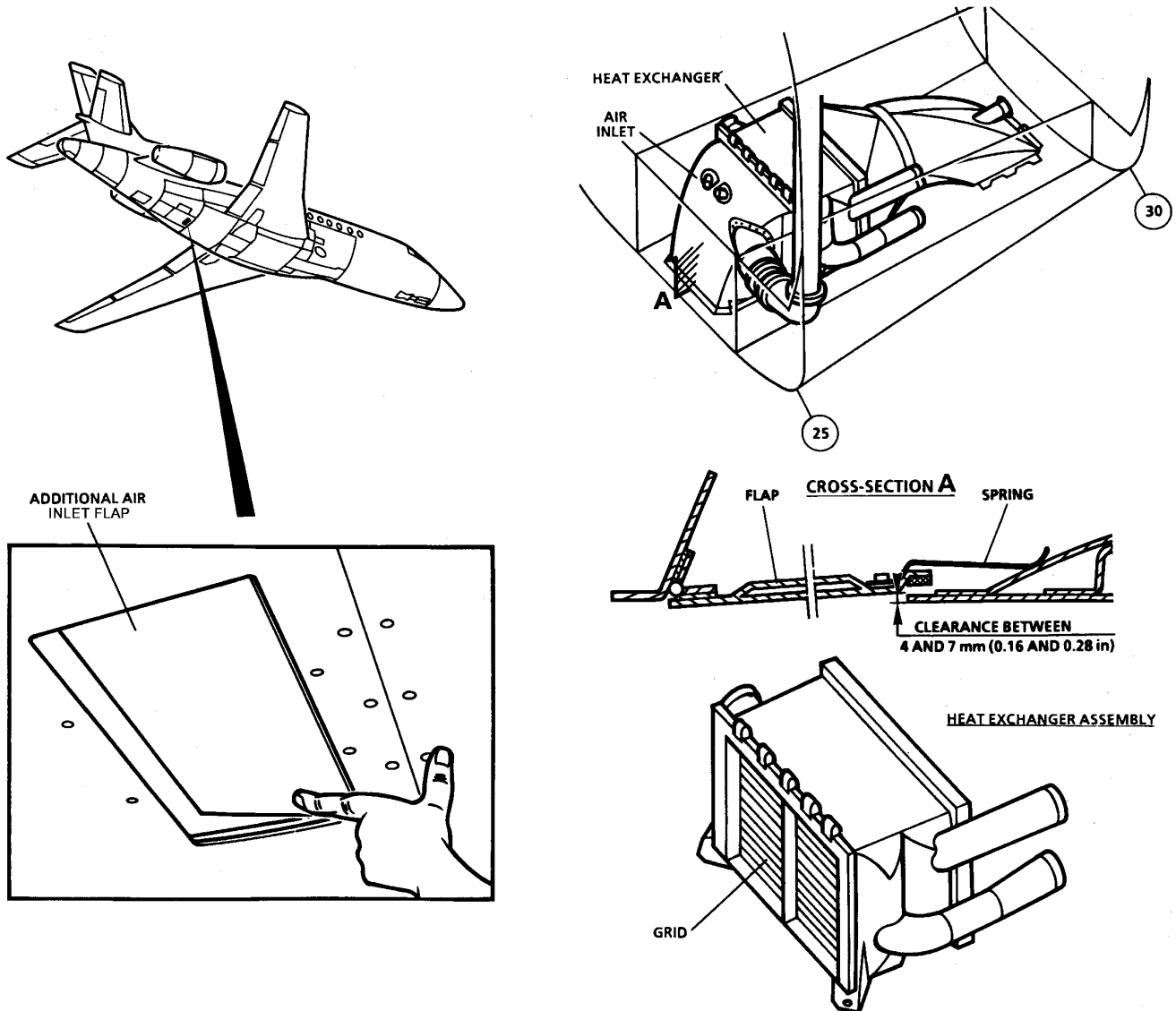


Figure 1: Check of ECU Heat Exchanger Grid

Project No: **BDHRN002**Job Card No **0019**

Notif.No.: 10048877

Activity: **1000**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **INSP/LUB Mid-Cabin Sliding Door Mech**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069348 Operation: 0010 Phase: Inspect - 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: 25-20-20-200-801-01S

Operator Code: 25-20-20-200-801-01S

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.: **25-20-20-200-801-01S**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>25-20-20-200-801-01S INSPECTION/LUBRICATION OF THE MID-CABIN SLIDING DOOR MECHANISM

REMARKS : _____

SMM 05-10-00

**SUPPLEMENTAL
MAINTENANCE MANUAL**

SMM CHAPTER	DESCRIPTION OF MAINTENANCE PROCEDURES	DOCUMENT REFERENCE	INSPECTION INTERVALS
	<u>MED and Lavatory Assist Handle (if equipped)</u> - MED and lavatory assist handle inspection	SMM 25-90-07	C
	<u>Interior Latches</u> - Interior latch inspection	SMM 25-90-09	C
	<u>Drawer Slides</u> - Drawer slide assembly inspection	SMM 25-90-11	C
	<u>Mid-Cabin Sliding Door Mechanism</u> - Mid-cabin sliding door mechanism inspection and lubrication	Steecon 3530/3520	A
	<u>Tambour Door</u> - Tambour door microswitch operational test	SMM 25-90-13	C
	<u>Ice Drawers</u> - Ice drawer inspection	SMM 25-90-15	2A
	<u>Paper and Linen Waste Receptacles</u> - Trash container and lid seal inspection (including fire containment and self-extinguishing characteristics)	SMM 25-90-17	2A
	<u>Coffee Maker/Nespresso/Espresso Machine</u> - Inspect Coffee Maker/ Espresso machine (if equipped) * Caution: Please follow manufacturer recommendations in order to not void warranty. * Note: Cleaning intervals may vary due to the water quality. Inspection and cleaning coffee brewer should occur at regular intervals based on the operator's experience.	Refer to Component Manufacturer Instructions	*Note
	<u>Microwave Oven (if equipped)</u> - Microwave oven inspection	SMM 25-90-19	A
	<u>Convection Oven (if equipped)</u> - Oven inspection	SMM 25-90-21	A
	<u>Emergency Vision Assurance System</u> - Operational Test of EVAS blower and battery	VISION SAFE Document 8017	Basic

05-10-00

PAGE 2
MAR 09/12

EFFECTIVITY:SMM F900EX Rev B

Project No: **BDHRN002**Job Card No **0020**

Notif.No.: 10049037

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **DI Console Table**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069349 Operation: 0010 Phase: Inspect - 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: 25-90-27-220-801-01S

Operator Code: 25-90-27-220-801-01S

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Work Card No.: **25-90-27-220-801-01S**

PKG # 2 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>25-90-27-220-801-01S DETAILED INSPECTION OF CONSOLE TABLE IN FRONT OF THE EMERGENCY EXIT ONLY

REMARKS : _____

SMM 25-90-27-220-801

Detailed Inspection of Console Table**1. General**

- A. This document contains the detailed inspection instructions for the console table.

2. Tools And Equipment

- A. No special tools and equipment are necessary to do this task.

3. Energy Sources

- A. No energy source is necessary to do this task.

4. Consumable Materials

- A. No consumable materials are necessary to do this task.

5. References

- A. No external references are necessary to do this task.

6. Description

- A. The console table can be used as a dining table, game table, or desk top. The table should not be used to hold large, heavy objects.

The console tables stow in a pocket in the main cabin sideledge when not in use. The console table frames have an integral locking mechanism that prevents deployment when the sideledge lid is closed. The lid also latches in the closed position.

- B. The low-height console table may be equipped with a microswitch that operates an annunciator light in the cockpit, an alert system and a ordinance sign in the main cabin.

The annunciator light is used by the flight crew to confirm that the table is stowed correctly for taxi, take-off and landing.

The cabin ordinance sign and audible alert system tells the passengers to stow the low-height console table for taxi, take-off and landing.

If applicable, the low-height console table may be blocked in the stowed position. If the table is blocked, two stop-screws must be removed from the locking push bar to let the table be deployed.

7. Access

- A. The console tables are installed in the RH and LH sideledges. If installed, a low-height console table is installed at the emergency escape hatch on the RH side of the aircraft.

8. Detailed Inspection

- A. For each console table in the aircraft, do a Detailed inspection (DET) of the items that follow and replace them if damaged:
- Visually check the table lid hinges and structure for wear, looseness, cracks or corrosion. Make sure that the lid front and back are correctly bonded to the lid.

**SUPPLEMENTAL
MAINTENANCE MANUAL**

- Visually check the table main frame for wear, distortion, looseness, cracks, corrosion, dirt or unwanted material that can prevent the deployment of the table top. Carefully examine the side plate slots.
- Visually check the plastic racks and the gear assembly for wear, distortion, looseness, cracks, corrosion, dirt or unwanted material that can prevent the deployment of the table top.
- Visually check the table center section mechanism for wear, distortion, looseness, cracks, corrosion, dirt or unwanted material that can prevent the deployment of the table top.
- Visually check the table locking mechanism for wear, distortion, looseness, cracks or corrosion, dirt or unwanted material that can prevent the locking of the table in stowed position.
- Visually check the table top structure (inboard and outboard leaves) and components (inserts, catches, hinges) for wear, distortion, looseness, cracks or corrosion.

NOTE: Use a magnifying glass and a strong light if necessary.

- B.** Remove the push bar and the lock spring from the console table lid.
- C.** Do a detailed inspection of the items that follow and replace them if damaged:
- Visually check the push bar and the lock spring for wear, distortion, cracks or corrosion that can cause the push bar and lock spring assembly to break or to fail (unlocking/weak locking).
 - Visually check the latch striker and the clamp for wear, looseness, cracks or bending.

NOTE: Use a magnifying glass and a strong light if necessary.

- D.** Install the push bar and the lock spring in the console table lid.
- E.** Push on the push bar of the console table stowage compartment door to unlock the lid.
- F.** Open the lid.
- G.** Inspect for any weakness in the spring action for the push bar of the storage compartment of the console table.
- H.** Close the lid and make sure it is locked. Abnormal looseness in the locking mechanism indicates that the locking mechanism is damaged.
- I.** Slightly lift the front of the storage compartment lid to make sure the lid remains locked in closed position.
- J.** Do the steps 8. E thru 8. I two times.
- K.** Push on the table locking mechanism rod to unlock the locking mechanism.
- L.** Hold the table top handle and pull the table up.

NOTE: This action should not require excessive force because the deployment is assisted by the counterbalancing springs of the table center section mechanism.

- M.** While the table rotates, guide the table top to the horizontal position.

NOTE: Do not let the table top fall freely.

- N.** When the table is deployed, lightly push on the table top to make sure that it is fully supported by the stowage compartment lid.
- O.** Unfold and fold the inboard leaf:
 - 1.** Make sure that it unfolds and folds smoothly, without hard points or looseness. Hard points or looseness indicates that the two Morgan-type hinges are damaged.
 - 2.** Make sure that the table top outboard leaf does not show signs of structural damage at the table arm attaching points or at the table top catches.
 - 3.** Make sure that the inboard and outboard leaves are flat and level when the table is deployed.
- P.** Fold the inboard leaf.

NOTE: Do not let the inboard leaf fall freely.

- Q.** Hold the table top handle and lift the table up to a near vertical position, and then let it slide down into the sidewall until it locks in the stowed position.

NOTE: Do not let the table fall freely.

- R.** Lightly pull up the table to make sure that it is locked.
- S.** Do the steps 8. K thru 8. R two times.
- T.** Close and lock the stowage compartment lid.
- U.** Make sure that the work area is clean and clear of tools and other items.
- V.** Install the access panel.



**SUPPLEMENTAL
MAINTENANCE MANUAL**

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25-90-27

PAGE 4
MAR 09/12

EFFECTIVITY: SMM F900EX EASy and F900DX Rev D

Project No: **BDHRN002**Job Card No **0021**

Notif.No.: 10049092

Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **INSP Safety Equipment**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001

Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.

Accomplished

Inspected

Pers. No.

Date

Pers. No.

Date

Stamp

Stamp

Order: 80069255

Operation: 0010

Phase: Inspect - scheduling activity

Work Center: FALCON A/C TEAM

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: 25-60-00-200-801

Operator Code: 25-60-00-200-801-01

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.: **25.060**

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
------	------	-----------------------

**>25-60-00-200-801- INSPECTION OF THE SAFETY EQUIPMENT
01**

REMARKS : _____

AMM 25-60-00-200-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 25-60-00-200-801 INSPECTION OF THE SAFETY EQUIPMENT

1. OVERVIEW OF THE JOB

Operation code: 25-60-00-200-801-01

NOTE 1: The installation of optional safety equipment depends on the country in which the aircraft has obtained the Certificate of Airworthiness.

NOTE 2: The location of safety equipment can be different depending on interior completion.
A placard affixed near each item of equipment shows its location.

2. LOGISTICS

A. Access

Reference

- **PAX**


Designation

PASSENGER DOOR

3. IN THE COCKPIT

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

A. Check for presence and condition of the following safety equipment:

- first aid kit: check the scheduled inspection date and examine the contents of the first aid kit for compliance with the attached list,
- 
- flashlights: make sure that they operate correctly,
- smoke hood: check the scheduled inspection date,
- smoke goggles: make sure that they are in their protection cases,
- axe (if installed),
- portable fire extinguisher: check the weight and the expiry date.

B. Make sure that the life jackets are correctly attached under the pilot and the copilot seats:

- A/C without SB F900EX-340 , check that the life jackets are correctly attached by a strap.
- A/C with SB F900EX-340 , check that the life jackets are correctly attached by two snap fasteners (A) (**fig. 2**).

4. IN THE PASSENGER CABIN

A. Check for presence and condition of the following safety equipment:

- (1) Life line.
- (2) Life jackets: check the scheduled inspection date and check for any rip or tear on the life jacket packagings.

WARNING: AN INCORRECT INSTALLATION OF THE LIFE RAFTS MAY CAUSE AN IMPOSSIBLE USE OF THEM DURING EMERGENCY PROCEDURE.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

(3) Life rafts:

- (a) check for presence of the placard on the sofa.

NOTE: This placard warns the operator against any wrong installation.

- (b) make sure that the red nylon mooring lines are stowed on outboard side of hardpack (facing towards fuselage).

- (c) check the scheduled inspection date.

(4) Portable fire extinguisher: check the weight and the expiry date.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

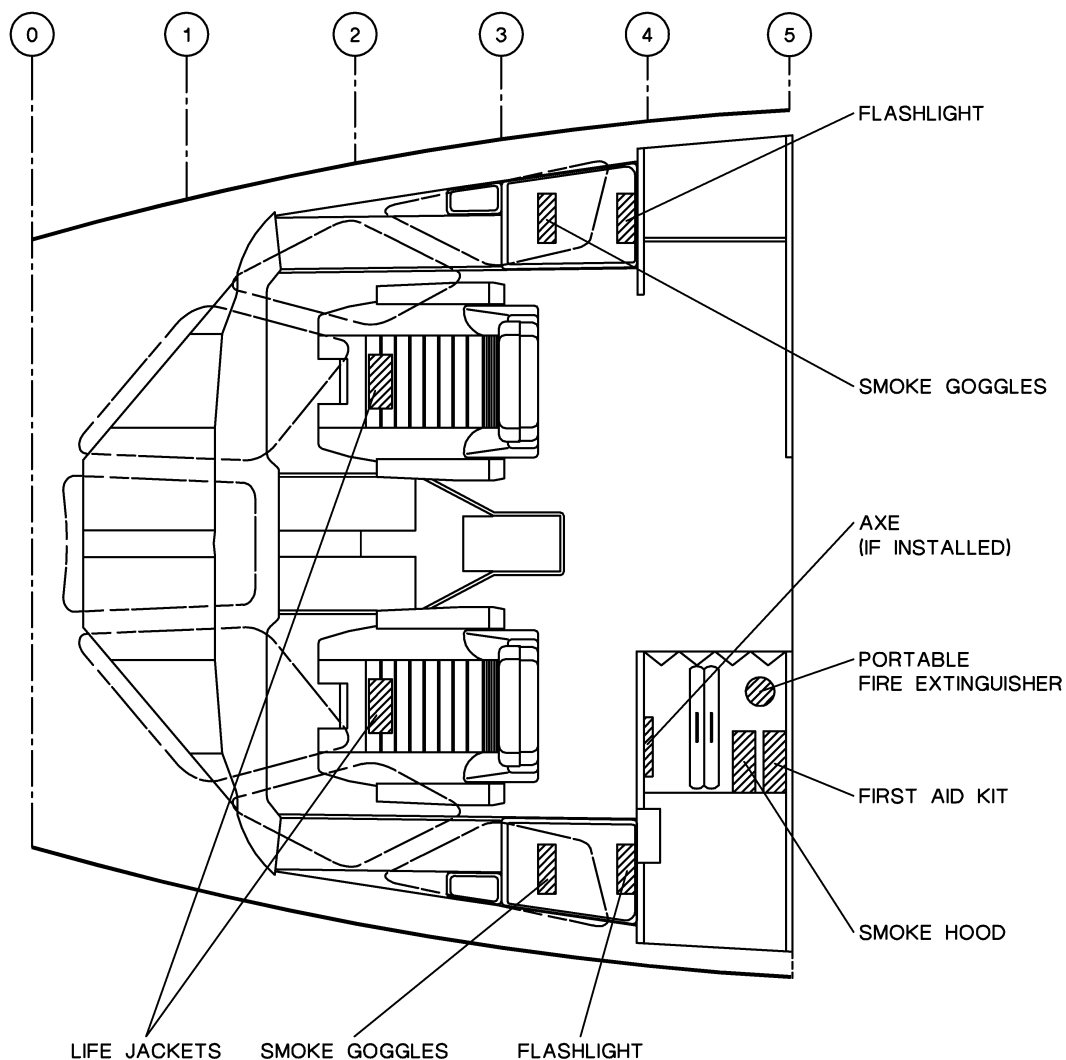


Figure 1: Safety Equipment - Cockpit

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



Figure 2: Location of Life Jacket Box (A/C with Life Jacket Box)

Project No: **BDHRN002**Job Card No **0022**

Notif.No.: 10049209

Activity: **1014**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **INSP LH Pilot Life Vest**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069245 Operation: 0010 Phase: Inspect - 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: 25-64-17-200-802-01

Operator Code: 25-64-17-200-802-01

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.: **25.100**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	02-JUL-2017						
Accomplished							

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

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

25-64-17-900-802-01

☐ PILOT LIFE VEST

GENERIC NO REF

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT
					<input type="checkbox"/> DAMAGED
					<input type="checkbox"/> UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	63600-505		S/N	L709396		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE	MOS	WARRANTY TIME	MOS
	HRS		HRS	REPAIR	HRS	REMAINING	HRS
	LDGS		LDGS		LDGS		LDGS
						TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

#>25-64-17-200-802 INSPECTION PILOT LIFE VEST -01

RECORD DATE OF INSPECTION ____/____/____

GENERIC NO REF,AMM REMARKS :
25-64-17-200-802

25-64-17-350-802-01 RESTORATION PILOT LIFE VEST (OVERHAUL OR DISCARD)

REMARKS : _____

AMM
25-64-17-350-802,GEN
ERIC CMM

Operator: **HERON AVIATION**

Work Card No.: **25.100**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

AREA SUMMARIES

F3 COCKPIT

25-64-17-900-802-01 PILOT LIFE VEST

25-64-17-200-802-01 INSPECTION PILOT LIFE VEST

SOURCE SUMMARIES

956 MPD 05-20-25 PAGE NO.:PAGE 2/3 REF: 25-60 EMERGENCY EQUIPMENT DATE: MAR 09/2012 2

25-64-17-200-802-01 INSPECTION PILOT LIFE VEST

25-64-17-350-802-01 RESTORATION PILOT LIFE VEST (OVERHAUL OR DISCARD)

971 SMM 05-20-00 PAGE NO.:PAGE 1 REF: 25 - LIFE VEST DATE: MAR 09/12 B

25-64-17-200-802-01 INSPECTION PILOT LIFE VEST

Operator: **HERON AVIATION**

Work Card No.: **25.100**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

Procedural Text

25-64-17-350-802-01

REFER TO APPLICABLE COMPONENT MAINTENANCE MANUAL (CMM) FOR PROCEDURE(S) .

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 25-64-17-200-802 **INSPECTION OF THE CREW LIFE VESTS**

1. OVERVIEW OF THE JOB

Operation codes:

- 25-64-17-200-802-01 LH pilot life vest (**L10ME**)
- 25-64-17-200-802-02 RH pilot life vest (**R10ME**)
- 25-64-17-200-802-03 third crew member life vest (**M10ME**)

This task consists in a check of the life preserver package (visible holes, tears or tips).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 25-64-17-350-802

RESTORATION OF THE CREW LIFE VESTS (OVERHAUL OR DISCARD)

1. OVERVIEW OF THE JOB

Operation codes:

- 25-64-17-350-802-01 LH pilot life vest (**L10ME**)
- 25-64-17-350-802-02 RH pilot life vest (**R10ME**)
- 25-64-17-350-802-03 third crew member life vest (**M10ME**)

This task consists of an overhaul of the life vests.

An alternative solution is to replace the life vests with new ones.

Project No: **BDHRN002**Job Card No **0023**

Notif.No.: 10049253

Activity: **2001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **SB F900EX-0426**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Work Center	
FALCON A/C	

Zone: 200

Corrective Action

0001	SB Effectivity Checked.						 Order: 80069330 Operation: 0010 Phase: Inspect - 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.							
0002	Divan air curtain(s) Inspected						 Order: 80069330 Operation: 0020 Phase: Inspect - 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.							
0003	Outcome Recorded						 Order: 80069330 Operation: 0030 Phase: Inspect - 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.							

OEM Code: SB F900EX-0426

Form No: JA-SAP-MTX-002

Operator Code: SB 0426

Printed by: ADAMOVIC G

Project No: **BDHRN002**Job Card No **0023**

Notif.No.: 10049253

Activity: **2001**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **SB F900EX-0426**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Work Center	
FALCON A/C	

0004	Divan air curtain Removed & Re-Installed						 Order: 80069330 Operation: 0040 Phase: Inspect - 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.							
0005	SB in appropriate aircraft Recorded documents						 Order: 80069330 Operation: 0050 Phase: Inspect - 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: SB F900EX-0426

Operator Code: SB 0426

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.: **0426**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

>SB 0426

**EQUIPMENT AND FURNISHINGS – PASSENGER COMPARTMENT – REMOVAL OF DIVAN AIR CURTAIN
SERVICE BULLETIN**

COMPLIANCE WITH THIS SERVICE BULLETIN SHOULD BE DONE DURING THE NEXT "2A" INSPECTION

☐ COMPLIED WITH

☐ DECLINED

☐ DEFERRED

☐ NOT APPLICABLE

*All text added to the "Note" field will be presented as part of the MOC selection through the application.
Ex: MOC of "Complied With" and a Note of "At Manufacture" will display as "Complied With - At Manufacture"*

Compliance Note: _____

TECH _____

INSP _____

LABOR-HRS
HRS.THS _____

Operator: **HERON AVIATION**

Work Card No.: **0426**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

999 BULLETINS PAGE NO.:0426

0426

EQUIPMENT AND FURNISHINGS – PASSENGER COMPARTMENT – REMOVAL OF DIVAN AIR CURTAIN SERVICE
BULLETIN

FALCON *SERVICE BULLETIN ADVISORY*

DASSAULT AVIATION
SERVICE BULLETIN :

F900EX-426

DATE:

December 5, 2011

ATA CHAPTER: 25

COVERED MOD: R2454

TITLE: **EQUIPMENT AND FURNISHINGS – PASSENGER
COMPARTMENT – REMOVAL OF DIVAN AIR CURTAIN**

EFFECTIVITY:

- F900EX aircraft with serial numbers 1 through 239, 241, 243 through 249 and 251 through 255 (F900EX, F900EX EASy, F900LX),
- F900EX aircraft with serial numbers 601 through 624 (F900DX), equipped with side facing divan(s) that have a fabric cover on the back side

REASON: On aircraft in service, the side facing divan outboard curtain / blanket may have been installed without approved data. In addition, some of the materials do not consistently pass regulatory burn requirements.
The air curtain / blanket is attached to the outboard side of the divan using hook and loop fasteners.
The purpose of this Service Bulletin is to inspect and remove the air curtain if installed.

CRITERIA

	Corrosion Prevention		Cockpit/Operations Improvements
	Dispatch - Reliability		Cabin Comfort
	Operational Availability Damage prevention		New Technology New Regulations
X	Manufacturer's Suggested		

DESCRIPTION: This procedure consists in:

- Inspecting side facing divans for air curtain,
- Removing air curtain(s) if installed.

RELATED SB's: None

COMPLIANCE: **Compliance with this Service Bulletin should be done during the next "2A" inspection.**

LABOR-HRS
ALLOWANCE: 2 hours

Note : labor hours concern only the work described in this Service Bulletin and do not include other maintenance work which may be performed on this occasion.

MATERIAL INFORMATION: Excluding locally procured material.

PART NUMBER TO ORDER	QTY	2011 VAT FREE UNIT PRICE (US\$)	REMARKS
None			

COMMERCIAL PROGRAM: 2 labor-hours are free of charge until June 30, 2013.

FALCONCARE COVERAGE: Full coverage until June 30, 2013.

NOTE: Claims for labor should not exceed the labor hours allowance indicated above.

TO ORDER, CONTACT YOUR DASSAULT FALCON SPARES ACCOUNT REPRESENTATIVE
Prices are subject to change without notice

FALCON SERVICE BULLETIN

FALCON 900EX FALCON 900EX EASy FALCON 900LX FALCON 900DX

No 426

DECEMBER 05, 2011

ATA 25-34

**EQUIPMENT AND FURNISHINGS
PASSENGER COMPARTMENT
REMOVAL OF DIVAN AIR CURTAIN**

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FALCON 900EX**F900EX-426**

**EQUIPMENT AND FURNISHINGS
PASSENGER COMPARTMENT
REMOVAL OF DIVAN AIR CURTAIN**

Initial issuance

December 05, 2011

List of effective pages :
1 to 4

FALCON 900EX**F900EX-426****EQUIPMENT AND FURNISHINGS
PASSENGER COMPARTMENT
REMOVAL OF DIVAN AIR CURTAIN****1. PLANNING INFORMATION****A. EFFECTIVITY**

This Service Bulletin is applicable to:

- F900EX aircraft with serial numbers 1 through 239, 241, 243 through 249 and 251 through 255 (F900EX, F900EX EASy, F900LX),
- F900EX aircraft with serial numbers 601 through 624 (F900DX),

equipped with side facing divan(s) that have a fabric cover on the back side.

B. REASON

On aircraft in service, the side facing divan outboard curtain / blanket may have been installed without approved data. In addition, some of the materials do not consistently pass regulatory burn requirements. The air curtain / blanket is attached to the outboard side of the divan using hook and loop fasteners.

The purpose of this Service Bulletin is to inspect and remove the air curtain if installed.

C. DESCRIPTION

This procedure consists in:

- Inspecting side facing divans for air curtain,
- Removing air curtain(s) if installed.

D. COMPLIANCE

Compliance with this Service Bulletin should be done during the next "2A" inspection.

E. APPROVAL

This Service Bulletin covers DASSAULT AVIATION modification FALCON F900EX R2454 which has been approved under the authority of DOA nr. EASA.21J.051.

The technical content of this document is approved under the authority of DOA nr. EASA.21J.051.

F. LABOR

Estimated labor-hours: Refer to Falcon Service Bulletin Advisory

NOTE: These labor-hours only concern the work described in this Service Bulletin and do not include other maintenance work which may be performed on this occasion.

G. MATERIAL - PRICE AND AVAILABILITY

The modification kit may be obtained from either address listed below:

FALCON 900EX
F900EX-426

Western hemisphere: DASSAULT FALCON JET CORP.
 SPARES DISTRIBUTION CENTER
 200 RISER ROAD
 LITTLE FERRY, NJ 07643 U.S.A.
 Telephone:
 • CANADA and U.S.A.: 1-800-800-4036
 • MEXICO: 001-800-800-4036
 • Other countries: 1-201-541-4809
 Fax:
 • CANADA and U.S.A.: 1-800-800-4817
 • MEXICO: 001-800-800-4817
 • Other countries: 1-201-440-7021

Other continents: DASSAULT AVIATION
 Falcon Spares
 BOITE POSTALE N°101
 AEROPORT DU BOURGET
 93350 - LE BOURGET Cedex (FRANCE)
 Please contact your Dassault Aviation
 Account Representative
 Telephone: 33 (0)1.48.35.56.78
 Fax: 33 (0)1.48.35.56.00

Price and availability on request.

H. TOOLING - PRICE AND AVAILABILITY

Normal maintenance tooling.

I. WEIGHT AND BALANCE

Change in weight: None.

Change in balance with respect to 25% MAC: None.

J. REFERENCES

Supplemental Maintenance Manual:

- ATA 25 Divan Removal and Installation

Aircraft Maintenance Manual:

- GENERAL MAINTENANCE AND SAFETY PRECAUTIONS (Refer to [TASK 20-00-00-910-801](#))

K. OTHER PUBLICATIONS AFFECTED

None.

FALCON 900EX**F900EX-426****2. ACCOMPLISHMENT INSTRUCTIONS****A. PRELIMINARY STEPS**

- (1) The aircraft must be in the maintenance configuration (Refer to [TASK 20-00-00-910-801](#)).
- (2) Remove one of the divan drawers to facilitate inspection for divan air curtain(s) (Refer to Supplemental Maintenance Manual ATA 25).
- (3) Inspect divan(s) for an outboard divan air curtain (Refer to [fig. 1](#)) . If present, continue with service bulletin. If divan(s) air curtain is not installed, no further action required.

B. MODIFICATION INSTRUCTIONS

Refer to [fig. 1](#).

- (1) Remove divan air curtain(s) from aircraft and dispose (Refer to [fig. 1](#)).

NOTE: Depending on the aircraft configuration, the removal of the divan may be necessary.

C. FINAL STEPS

- (1) Re-install divan drawer Refer to Supplemental Maintenance Manual.

D. RECORDING

Record compliance with this Service Bulletin in the appropriate aircraft documents.

Fill out the card located at the end of the Service Bulletin and mail or fax it to Dassault Aviation or Dassault Falcon Jet, or fill out the electronic Service Bulletin reply form located in the "Service Bulletin" page on the Falcon portal.



Figure 1: EXISTING DIVAN AIR CURTAIN

FROM _____

ZIP CODE _____



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NO. 3306 HACKENSACK, NJ 07602

POSTAGE WILL BE PAID BY ADDRESSEE:

DASSAULT FALCON JET CORP.
PO BOX 1946
SO HACKENSACK NJ 07606-9946

ATTENTION:
FIELD SERVICE DEPARTMENT



DASSAULT AVIATION
78, Quai Marcel Dassault
Cedex 300
92552 SAINT-CLOUD Cedex
FRANCE

A l'attention de DSC

SERVICE BULLETINS COMPLIANCE

FALCON 900EX A/C S/N

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DASSAULT AVIATION Number

F900EX	426
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ATA Number

F900EX	25	34
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☐ Coding:

C complete compliance
T partial compliance

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☐

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☐

Performed by:

Remarks: Initial issuance

Date:

Signature:

SERVICE BULLETINS COMPLIANCE

Would you be kind enough to inform us that this Service Bulletin is complied with:

- For "Western Hemisphere", mail upper card (No postage necessary if mailed in the U.S.A.) or fax to Dassault Falcon Jet: 1-201-541-4700.
- For "Other Continents", mail card herebelow or fax to Dassault Aviation: 33 (0)1.47.11.65.21.

On the occasion, if other Service Bulletins have been simultaneously complied with could you complete the blank spaces provided for this purpose.

APPLICATION DE BULLETINS DE SERVICE

Lorsque vous aurez applique ce Bulletin de Service sur votre avion, veuillez avoir l'amabilite de nous en informer:

- Utiliser la carte reponse superieure pour continent americain (Dispensee de timbrage pour postage depuis les U.S.A.) ou le fax pour Dassault Falcon Jet : 1-201-541-4700.

- Ou la carte reponse inferieure pour autres continents ou le fax pour Dassault Aviation : 33 (0)1.47.11.65.21.

Eventuellement, si d'autres Bulletins de Service ont ete appliques simultanement, vous pouvez les mentionner dans les cases vierges prevues a cet effet.

APPLICATION DES BULLETINS DE SERVICE

SERVICE BULLETINS COMPLIANCE

FALCON 900EX A/C S/N

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DASSAULT AVIATION Number

Numero DASSAULT AVIATION

F900EX	426
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ATA Number

Numero ATA

F900EX	25	34
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☐ Coding:

C complete compliance
application totale
T partial compliance
application partielle

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☐

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☐

Performed by:
Fait par:

Remarks: Initial issuance

Date:

Signature:

Remarques: Edition originale

Project No: **BDHRN002**Job Card No **0024**

Notif.No.: 10049107

Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **GVI PAX OXY MASKS & PORTABLE OXY MASKS**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 35

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069272 Operation: 0010 Phase: Inspect - 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.

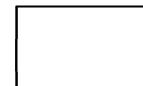
Defect Card Raised

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: 35-20-00-210-801

Operator Code: 35-20-00-210-801-01

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.: **35.230**

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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>35-20-00-210-801- GENERAL VISUAL INSPECTION OF THE PASSENGER OXYGEN MASKS AND PORTABLE OXYGEN MASKS

REMARKS : _____

AMM 35-20-00-210-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-20-00-210-801

GENERAL VISUAL INSPECTION OF THE PASSENGER OXYGEN MASKS AND PORTABLE OXYGEN MASKS

1. OVERVIEW OF THE JOB

Operation code: 35-20-00-210-801-01

This procedure describes the visual inspection to be performed on the following oxygen masks:

- the passenger oxygen masks,

NOTE: For A/C without option "Pilot oxygen mask for third crew member", do not omit the visual inspection of the third crew member which is also a passenger oxygen mask.

- the portable oxygen bottle masks (if A/C so equipped),
- the therapeutic masks or first-aid masks (if A/C so equipped).

NOTE 1: The visual inspection of the therapeutic masks or of the first-aid masks and portable oxygen bottle masks is the same as for the passenger oxygen masks.

NOTE 2: Two operators are required for stowing the masks into the two-mask box (Refer to **TASK 35-20-09-860-801**).

2. LOGISTICS

A. References

Reference

- **35-00-00-910-801**
- **35-20-09-860-801**
- **35-30-09-100-801**

Designation

OXYGEN SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
PACKING OF THE PASSENGER OXYGEN MASKS
CLEANING OF THE PORTABLE OXYGEN MASKS

B. Ingredients and Consumable Products

Designation

- **DISINFECTANT**
- **OXYGEN MASK CLEANER**

Additional designation

OXYGEN

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

D. Miscellaneous

- SPONGE (LOCAL PROCUREMENT)
- OR
- LINT-FREE CLOTH (LOCAL PROCUREMENT)
- SOFT BRISTLE BRUSH (LOCAL PROCUREMENT)
- OR
- TOWELLING (LOCAL PROCUREMENT)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. VISUAL INSPECTION OF PASSENGER OXYGEN MASKS

Refer to **fig. 1**

A. Preliminary steps

- (1) Gain access to each passenger oxygen mask box.
- (2) Push into the pin of each passenger oxygen mask box to cause the opening of the passenger oxygen mask box.

NOTE: Do not pull on the passenger oxygen mask. If you pull on it, the oxygen valve opening pin will be extracted from the pneumatic block.

B. Visual inspection

- (1) Check the cord (1) for condition.
- (2) Check the oxygen mask hose (2) for cracks or creases.
- (3) Check the economizer bag (3) for torn or imperfect seams, perforations or mildew.
- (4) Check the facepiece (4) for perforations, cuts or tears.
- (5) Check the headstrap assembly (5) for corroded or distorted clips; elasticity, cleanliness of strap and security of the knots.
- (6) Check the front and the back valve housings (6) for cracks, breaks or damage to the valve seats.
- (7) Check the dilution valve spring (7) for corrosion.
- (8) Replace the passenger oxygen mask, if defective.

C. Clean each passenger oxygen mask as follows:

- (1) Clean the passenger oxygen mask with **oxygen mask cleaner**, using a soft-bristle brush or towelling.
- (2) Rinse the passenger oxygen mask with pure water (sponge or cloth moistened with water).
- (3) Wipe with a lint-free cloth.
- (4) Allow to dry in ambient air.
- (5) Spray **disinfectant** on the inner surfaces.

D. Final steps

- (1) Stow the passenger oxygen masks into their boxes (Refer to **TASK 35-20-09-860-801**).

4. VISUAL INSPECTION OF PORTABLE OXYGEN MASKS (IF A/C SO EQUIPPED)

NOTE: Refer to the Supplemental Maintenance Manual (SMM) for the location of the portable oxygen bottle/mask(s) (one or more portable oxygen bottles may be installed, depending of the aircraft completion).

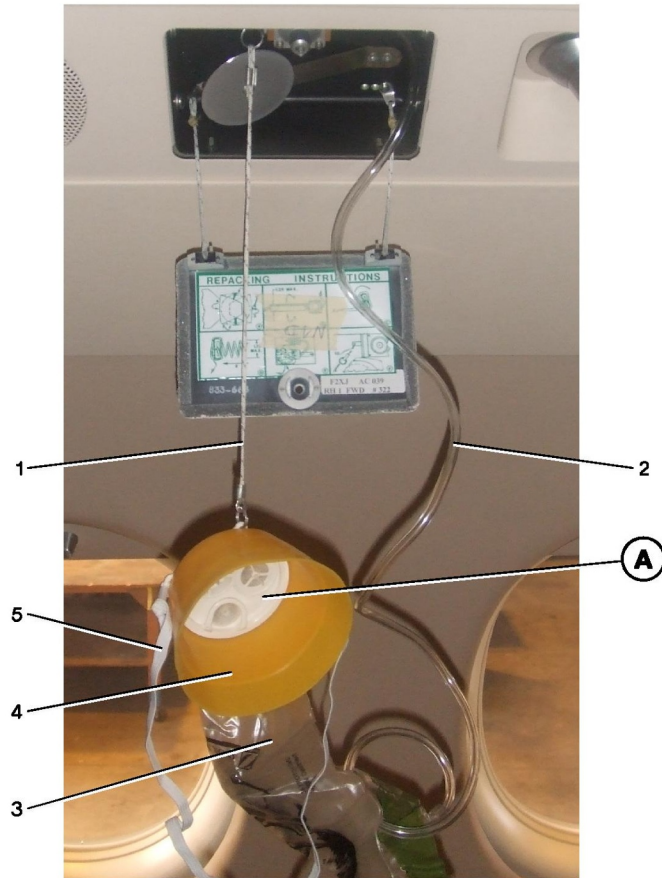
A. Preliminary steps

- (1) Gain access to the portable oxygen bottle(s).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (2) Remove the portable oxygen bottle mask from its bag.
- B. Visual inspection of the portable oxygen bottle mask bag
 - (1) Check the bag for rips or tears.
- C. Visual inspection of the portable oxygen bottle mask
 - (1) Slowly pull on the headstrap to release the mask assembly.
 - (2) Check the facepiece and the reservoir bag for cracks, rips, tears or deterioration.
 - (3) Check the oxygen mask hose for cracks or kinks.
- D. Replace the portable oxygen bottle mask/bag assembly, if defective.
- E. Clean the portable oxygen bottle mask (Refer to [TASK 35-30-09-100-801](#)).
- F. Stow the portable oxygen bottle mask as follows:
 - (1) Keep the headstrap outside the facepiece before installing the reservoir bag.
 - (2) Install the reservoir bag neatly inside the facepiece before coiling the hose.
 - (3) Coil the hose inside the facepiece (starting from the bottom of the facepiece), making sure that the connector end-fitting is accessible.
 - (4) Install the headstrap around the facepiece to maintain the mask assembly.
- G. Final step
 - (1) Stow the portable oxygen bottle mask into its bag.

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DETAIL A

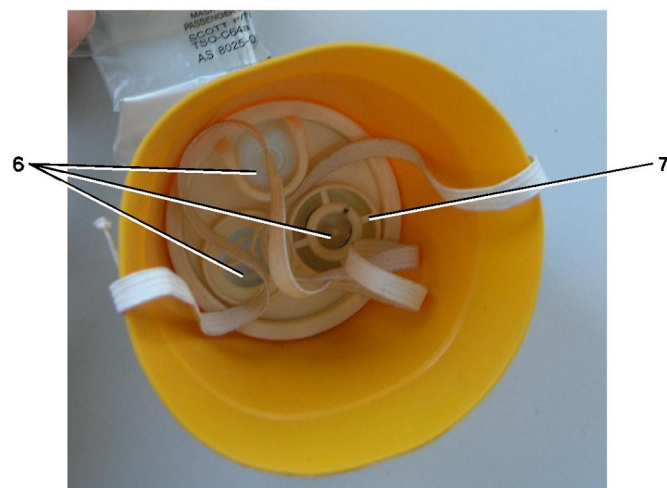


Figure 1: Visual inspection of passenger oxygen masks

Project No: **BDHRN002**Job Card No **0025**

Notif.No.: 10049242

Activity: **1047**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **GVI Portable Oxy Bottle & Masks (537wh)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 35

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069319 Operation: 0010 Phase: Inspect - 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: 35-30-05-210-801-01

Operator Code: 35-30-05-210-801-01

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.: **35.220**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	18-JAN-2013						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>35-30-05-210-801- GENERAL VISUAL INSPECTION PORTABLE OXYGEN CYLINDER
01 (INCLUDING MASK)**

REMARKS : _____

AMM 35-30-05-210-801

Operator: **HERON AVIATION**

Work Card No.: **35.220**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

956 MPD 05-20-35 PAGE NO.:PAGE 2/3 REF: 35-30 PORTABLE OXYGEN SYSTEM DATE: JUN 10/2011 1

35-30-05-210-801-01 GENERAL VISUAL INSPECTION PORTABLE OXYGEN CYLINDER (INCLUDING MASK)

956 MPD 05-20-35 PAGE NO.:PAGE 2 / 3 REF: 35-30 PORTABLE OXYGEN SYSTEM DATE: JUN 10/2011 1

35-30-05-210-801-01 GENERAL VISUAL INSPECTION PORTABLE OXYGEN CYLINDER (INCLUDING MASK)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-30-05-210-801

GENERAL VISUAL INSPECTION OF THE PORTABLE OXYGEN BOTTLE

1. OVERVIEW OF THE JOB

Operation code: 35-30-05-210-801-01 portable oxygen bottle and masks (537WH)

NOTE: Refer to the Supplemental Maintenance Manual (SMM) for the portable oxygen bottle location (one or more portable oxygen bottles may be installed, depending on aircraft completion).

2. LOGISTICS

A. References

Reference

• [35-30-09-100-801](#)

Designation

CLEANING OF THE PORTABLE OXYGEN MASKS

B. Ingredients and Consumable Products

Designation

• [LEAK DETECTOR](#)

Additional designation

C. Access

Reference

• [PAX](#)

Designation

PASSENGER DOOR

D. Miscellaneous

• LINT-FREE CLOTH

3. VISUAL INSPECTION

A. Clean the portable oxygen bottle masks (Refer to [TASK 35-30-09-100-801](#)).

B. Perform a visual inspection of the portable oxygen bottle for:

- corrosion,
- bulges,
- gouges,
- distorsion,
- attachment fittings.

C. If one of the above defects is found, return the portable oxygen bottle to an approved repair agent.

D. Perform a check of the current hydrostatic test date.

E. If the expiry date is overdue, return the portable oxygen bottle to an approved repair agent.

F. Make sure there are no leaks at the couplings of the portable oxygen bottle with [leak detector](#).

G. If there is a leak, return the portable oxygen bottle to an approved repair agent.



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H. Wipe off with a lint-free cloth.

Project No: **BDHRN002**Job Card No **0026**

Notif.No.: 10049020

Activity: **1000**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **GVI Engine 2 S-duct**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 54

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 300**Access Required for this task:**

351AZ,MSD

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069283 Operation: 0010 Phase: Inspect - 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.

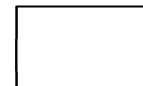
Defect Card Raised

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: 54-42-00-210-801

Operator Code: 54-42-00-210-801-01

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.: **54.050**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>54-42-00-210-801- GENERAL VISUAL INSPECTION OF THE NO. 2 ENGINE S-DUCT
01**

REMARKS : _____

AMM 54-42-00-210-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 54-42-00-210-801 GENERAL VISUAL INSPECTION OF THE ENGINE 2 S-DUCT

1. OVERVIEW OF THE JOB

Operation code: 54-42-00-210-801-01

2. LOGISTICS

A. References

Reference	Designation
• 20-60-00-370-803	APPLICATION OF PU66 CELOMER PAINT SCHEME

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• FGFB825578100D2	STEPLADDER (OPTION)	IOB
OR FGFB825578100D3	STEPLADDER (OPTION)	IOB
OR FGFB825578100D4	STEPLADDER (OPTION)	IOB
OR FGFB825578100D5	STEPLADDER (OPTION)	IOB

C. Ingredients and Consumable Products

Designation	Additional designation
• TOP COAT PU66	

D. Access

Reference	Designation
• 351AZ	S-DUCT DOOR
• MSD	SERVICING COMPARTMENT DOOR

3. PRELIMINARY STEPS

A. Through door ([MSD](#)), open door ([351AZ](#)).

4. INSPECTION

Refer to [fig. 1](#) and [fig. 2](#)

A. Visual inspection through engine 2 air intake.

- (1) Carefully inspect the inner upper section of the S-duct below the anti-icing manifolds and the anti-icing double skins ([fig. 1](#)).
 - (a) Check for cracks on the inner upper surface of the S-duct.
 - (b) Check for signs of overheating on the inner upper surface of the S-duct.

NOTE: If cracks or signs of overheating (brownish spots) are found, contact the manufacturer.
- (2) On the inner skin paint coat:
 - (a) If corrosion is found, refer to SRM (Refer to [SRM 51-10-02](#)).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (b) If the protective paint is damaged or after corrosion treatment, renew the **top coat PU66** paint scheme (Refer to **TASK 20-60-00-370-803**).
- B. Visual inspection through door (**351AZ**) (**fig. 2**).
 - (1) Carefully inspect the inner upper section of the S-duct below the anti-icing manifolds and the anti-icing double skins, proceeding in the same way as for the inspection through engine 2 air intake.
 - (2) On the inner skin paint coat:
 - (a) If corrosion is found, refer to SRM (Refer to **SRM 51-10-02**).
 - (b) If the protective paint is damaged or after corrosion treatment, renew the **top coat PU66** paint scheme (Refer to **TASK 20-60-00-370-803**).

5. FINAL STEPS

- A. Make sure there are no foreign objects in engine 2 S-duct.
- B. Close door (**351AZ**).
- C. Close door (**MSD**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

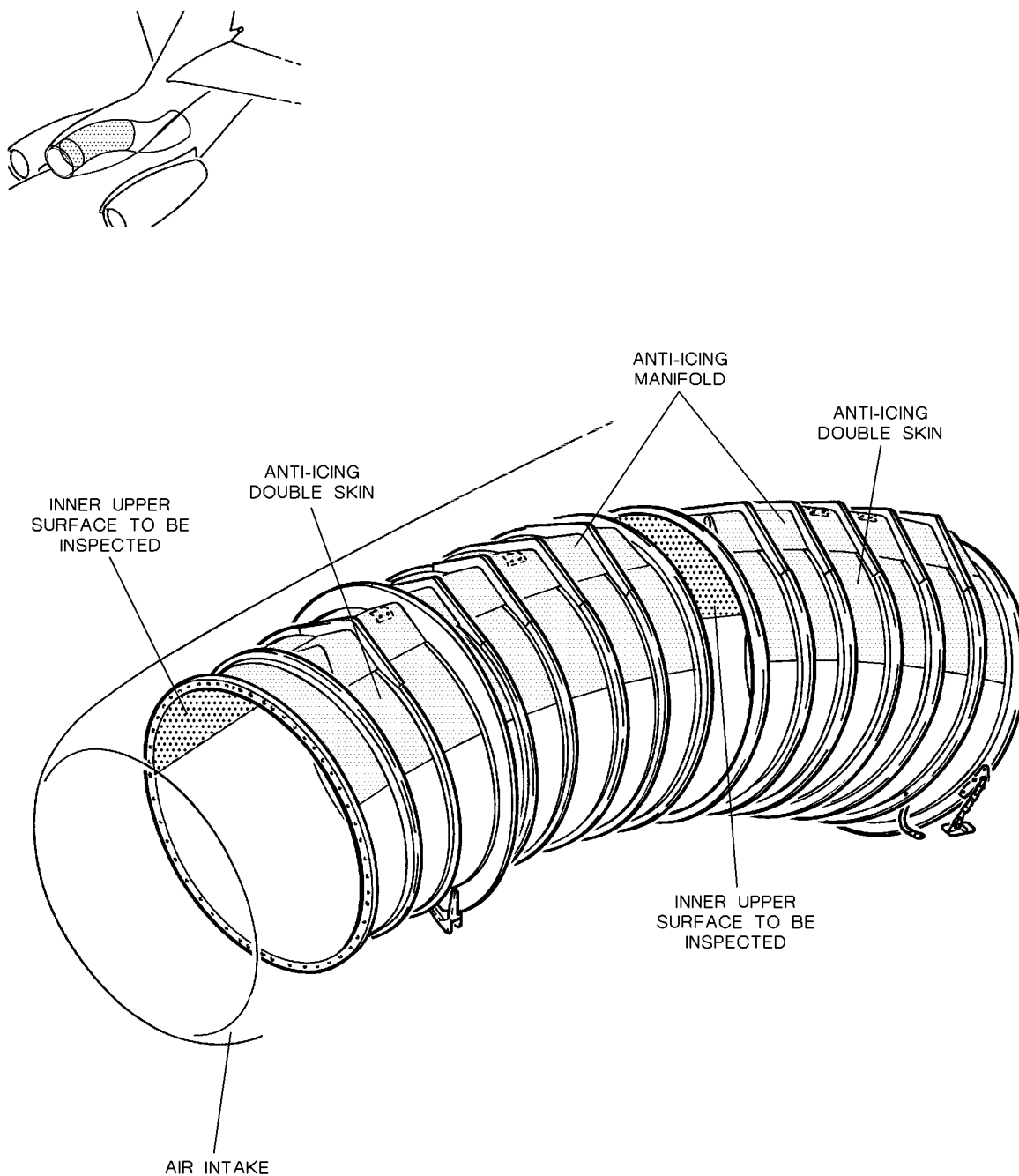


Figure 1: Visual Inspection of Engine No. 2 S-duct

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

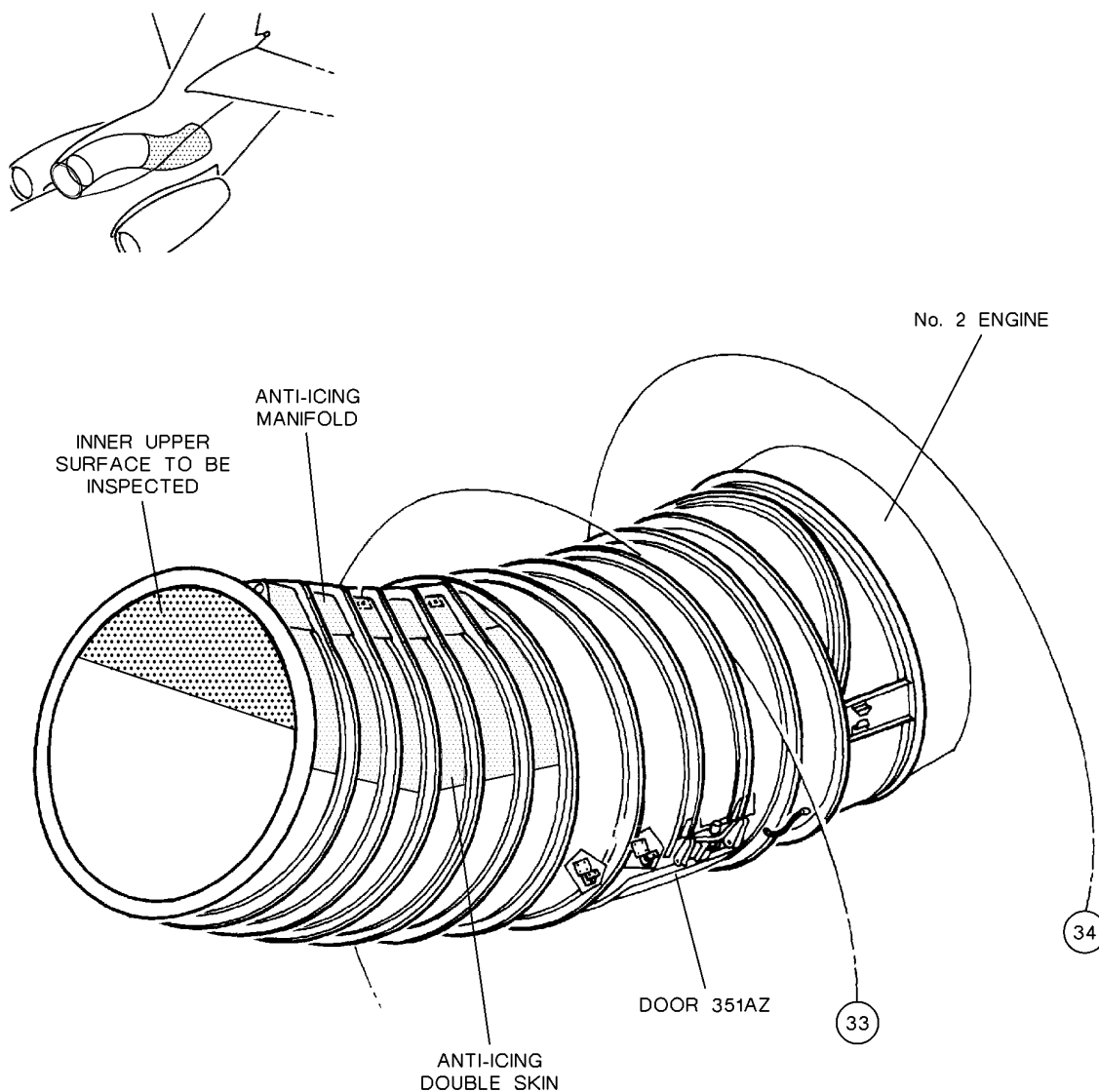


Figure 2: Visual Inspection of Engine No. 2 S-duct

Project No: **BDHRN002**Job Card No **0027**

Notif.No.: 10049048

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **GVI Engine 2 Nacelle**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 54

Check Type: 2A CHECK

Work Center	
FALCON A/C	
MTX CLEANERS	

Zone: 300**Access Required for this task:**

454A,454AB,455AL,456AR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069280 Operation: 0010 Phase: Inspect - 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.						
0002	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069280 Operation: 0020 Phase: Inspect - scheduling activity Work Center:MTX CLEANERS
	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					

OEM Code: 54-00-00-210-811

Form No: JA-SAP-MTX-002

Operator Code: 54-00-00-210-811-01

Printed by: ADAMOVIC G

Project No: **BDHRN002**

Job Card No **0027**

Notif.No.: 10049048



Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **GVI Engine 2 Nacelle**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 54

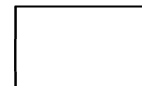
Check Type: 2A CHECK

Work Center	
FALCON A/C	
MTX CLEANERS	

OFF					
ON					
OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 54-00-00-210-811

Operator Code: 54-00-00-210-811-01

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.: **54.0301**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>54-00-00-210-811- GENERAL VISUAL INSPECTION OF THE NO.2 ENGINE
01 NACELLE**

REMARKS : _____

AMM 54-00-00-210-811

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 54-00-00-210-811 GENERAL VISUAL INSPECTION OF THE ENGINE 2 NACELLE

CAUTION: THE PRESENCE OF A CRACK ENTAILS SYSTEMATIC REPAIR.

- IF A CRACK IS FOUND ON A RIVET, REPLACE IT (REFER TO [SRM 51-40-04](#)).
- IF A CRACK IS FOUND ON THE SKIN, CONTACT THE MANUFACTURER.

1. OVERVIEW OF THE JOB

Operation code: 54-00-00-210-811-01

2. LOGISTICS

A. References

Reference	Designation
• 20-31-00-100-804	CLEANING OF THE WING AND AIR INTAKE LEADING EDGES
• 20-31-00-350-801	POLISHING OF WING AND AIR INTAKE LEADING EDGES
• 20-50-00-300-801	TREATMENT OF SCRATCHES ON CLADDED SKINS
• 20-60-00-370-803	APPLICATION OF PU66 CELOMER PAINT SCHEME
• 54-11-09-900-801	REMOVAL / INSTALLATION OF THE ENGINE 2 COWLINGS
• 77-20-13-790-801	LEAK TEST OF THE PT2 LINES

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• CLEANER	MULTIPURPOSE
• TOP COAT PU66	
• POLISH	AA 59318
OR WHITE POLISHING PASTE NU-SHINE	

D. Access

Reference	Designation
• 454AB	ENGINE 2 AFTERBODY LOWER ACCESS PANEL
• 455AL	ENGINE 2 LH COWLING
• 456AR	ENGINE 2 RH COWLING
• 454A	ENGINE 2 AFTERBODY

E. Miscellaneous

- STEPLADDER (LOCAL PROCUREMENT)
- COTTON CLOTH (LOCAL PROCUREMENT)
- ABEL AUTO PAD (LOCAL PROCUREMENT)
- ANGULAR POLISHER RUPES LH22E OR EQUIVALENT (LOCAL PROCUREMENT)
- MINI POLISHER RUPES LH16E OR EQUIVALENT (LOCAL PROCUREMENT)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. PRELIMINARY STEPS

- A. Remove door (**454AB**).

4. STRUCTURE

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

- A. Check each inspected element for corrosion, shocks, traces of impact, cracks and scratches.

B. Nacelles

- (1) Check nacelle external skins for the following:
 - (a) Paint condition.
 - (b) Missing and loose rivets.
- (2) On air intake leading edge:
 - (a) Perform the cleaning (Refer to **TASK 20-31-00-100-804**).
 - (b) Check for erosion and scratches (Refer to **TASK 20-50-00-300-801**).
 - (c) Restore the protection by polishing (Refer to **TASK 20-31-00-350-801**).
- (3) Check the S-duct upper section internal skin.
 - (a) On the inner skin paint coat:
 - 1 If corrosion is found, refer to SRM (Refer to **SRM 51-10-02**).
 - 2 If the protective paint is damaged or after corrosion treatment, renew the **top coat PU66** paint scheme (Refer to **TASK 20-60-00-370-803**).
- (4) Check that the anti-icing air exhaust louvers of the air intake and engine compartment ventilation duct are not obstructed or damaged.
- (5) Check flushness of cowlings with respect to the fuselage streamline.
- (6) Open cowlings (**455AL**) and (**456AR**) (Refer to **TASK 54-11-09-900-801**) and check operation of latches.
- (7) Check of cowlings.
 - (a) Check cowlings inner skins for abnormal condition (condition of attachments, pins, fittings, deformation and delamination, burn marks). Recondition inner skin paint coat if blistered (Refer to **TASK 20-60-00-370-803**).
 - (b) Check presence of ground wires and bonding cleat supports.
 - (c) Check presence and condition of RH cowling seal.
 - (d) Check cowling supporting props (condition and attachment, latching on cleat support).
 - (e) Check absence of interference between the swan neck hook of cowling (**455AL**) and the wiring of HP 2 bleed air electric valve (**M27HU**) (**fig. 1**).
 - 1 Check absence of wear on the HP 2 bleed air electric valve wiring.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- 2 Check correct position of the clamp holding the wiring of HP 2 bleed air electric valve (**M27HU**).

C. Engine compartment

- (1) Between the frames 33 and 34, check the accessible stringers and skin.
- (2) Check the firewall at frame 33.
 - (a) Condition of the screws attaching the firewall to frame 33.
 - (b) Condition of the firewall:
 - absence of damage, if damage (refer to SRM (Refer to **SRM 53-76-01**)).
 - (c) Condition of pressure-seal through-fittings, connectors and clamps.
 - (d) Condition of S-duct seal attaching clamp (safelying).
- (3) On engine mounts, check the following:
 - (a) Presence of safelying.
 - (b) Presence of fail safe pins (on forward engine mount).
- (4) Inspect the engine flange attached to the afterbody:
 - (a) Clean the complete periphery of the flange with a cloth moistened with **cleaner**.
 - (b) Using light and mirror, inspect the complete periphery of visible area of the flange for absence of corrosion and crack (**fig. 2**).

NOTE: In case of crack or corrosion, contact the manufacturer.

D. Afterbody (**454A**)

- (1) Check skin condition. Check for delamination and doors attachment.
- (2) Check forward bulkhead (condition of bulkheads through-fittings).
- (3) Check doors bearing surface seal for condition.
- (4) Check bonding lugs for presence.
- (5) Inner duct skin, for condition.

If you find corrosion, refer to SRM (Refer to **SRM 54-13-03**) for acceptance criteria.

5. **ELECTRICAL CIRCUITS**

A. Check starter-generator 2 (**M1PA**).

- (1) Attachment and condition of generator ventilation ducts.
- (2) Security of attachment and condition of brush protection strap.
- (3) Attaching clamp for safelying onto accessory gearbox.
- (4) Condition of generator terminal strip and terminal cover.
- (5) Condition and security of attachment of wiring harness.

B. Check electrical wiring.

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- (1) Check appearance, cleanliness, routing, attachment and marking.
- (2) Check electrical harnesses for contact with the structure.

6. ENGINE FIRE PROTECTION SYSTEMS

- A. On engine 2 capillary tube type detector (**M2WG**), check:
 - (1) The connector to responder body, for safetying.
 - (2) The routing and security of attachment of wire detector by means of insulated sleeves.
 - (3) Presence of damage and crushing.
- B. For F900EX and F900EX EASY, check fire extinguisher (**503WB**).
 - (1) Condition and attachment of support.
 - (2) Condition and attachment.
 - (3) Center attachment of supply wire and ground wire of percussion head.
- C. Check fire extinguishing lines.
 - (1) Attachment, crushing, direction.
 - (2) Couplings for condition and tightening.

7. FUEL SYSTEM

- A. Check engine fuel supply lines for abnormal condition, security of attachment, condition and routing.
 - (1) Leaks, crushing.
 - (2) Protection, marking.

8. HYDRAULIC CIRCUITS

- A. Check the lines for condition and attachment (tightening of attaching clamps and cleats, rubbing on structure).
- B. Check self-blanking valve and equipment couplings for leaks.

9. ENGINE BLEED AIR SYSTEM

- A. Check bleed air system visible portions (security of attachments, condition of ducts, leaks, tightening of clamps).
 - (1) HP and LP bleed air, LH side.
 - (2) Anti-icing HP bleed air, air intake fuel tank pressurization bleed air, RH side.

10. ENGINE NO. 2 EQUIPMENT DRAINAGE SYSTEM

- A. Check drain lines (attachment and condition) of the following items:
 - (1) Starter-generator drive.

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- (2) Hydraulic pump drive.
- (3) Fuel pump drive.
- (4) FCU drive.
- B. Check drain manifold which receives all above drains (condition, security of attachment).
- C. Check drain line of the breather valve (condition, security of attachment).
- D. Check drain lines (security of attachment, condition) of the following items:
 - (1) Both combustion chamber drains in the fan duct.
 - (2) The fan duct drain located at the front of the door (**454AB**) near the drain mast.
- E. Check the Pt2 circuit engine computer decanting bowl for water and inspect line.
If necessary, bleed of the Pt2 circuit engine and perform Pt2 line sealing test (Refer to **TASK 77-20-13-790-801**).

11. ENGINE CONTROLS

- A. Check TELEFLEX control cable for condition, routing, abnormal condition (crushing).
- B. Check control cable attachment to frame 34.

12. FINAL STEPS

- A. Install door (**454AB**).
- B. Close cowlings (**455AL**) and (**456AR**) (Refer to **TASK 54-11-09-900-801**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

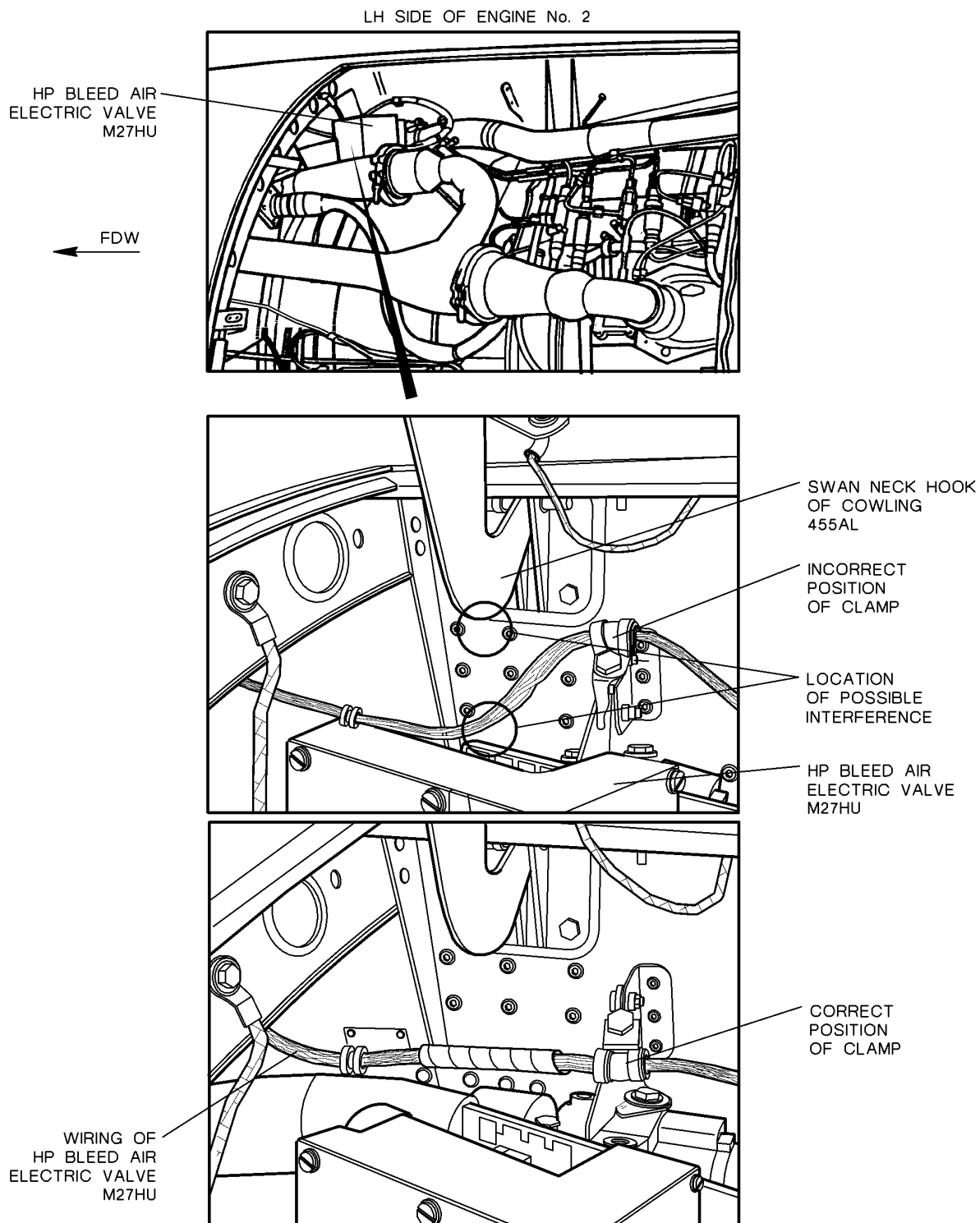


Figure 1: Check of HP Bleed Air Valve Wiring Routing

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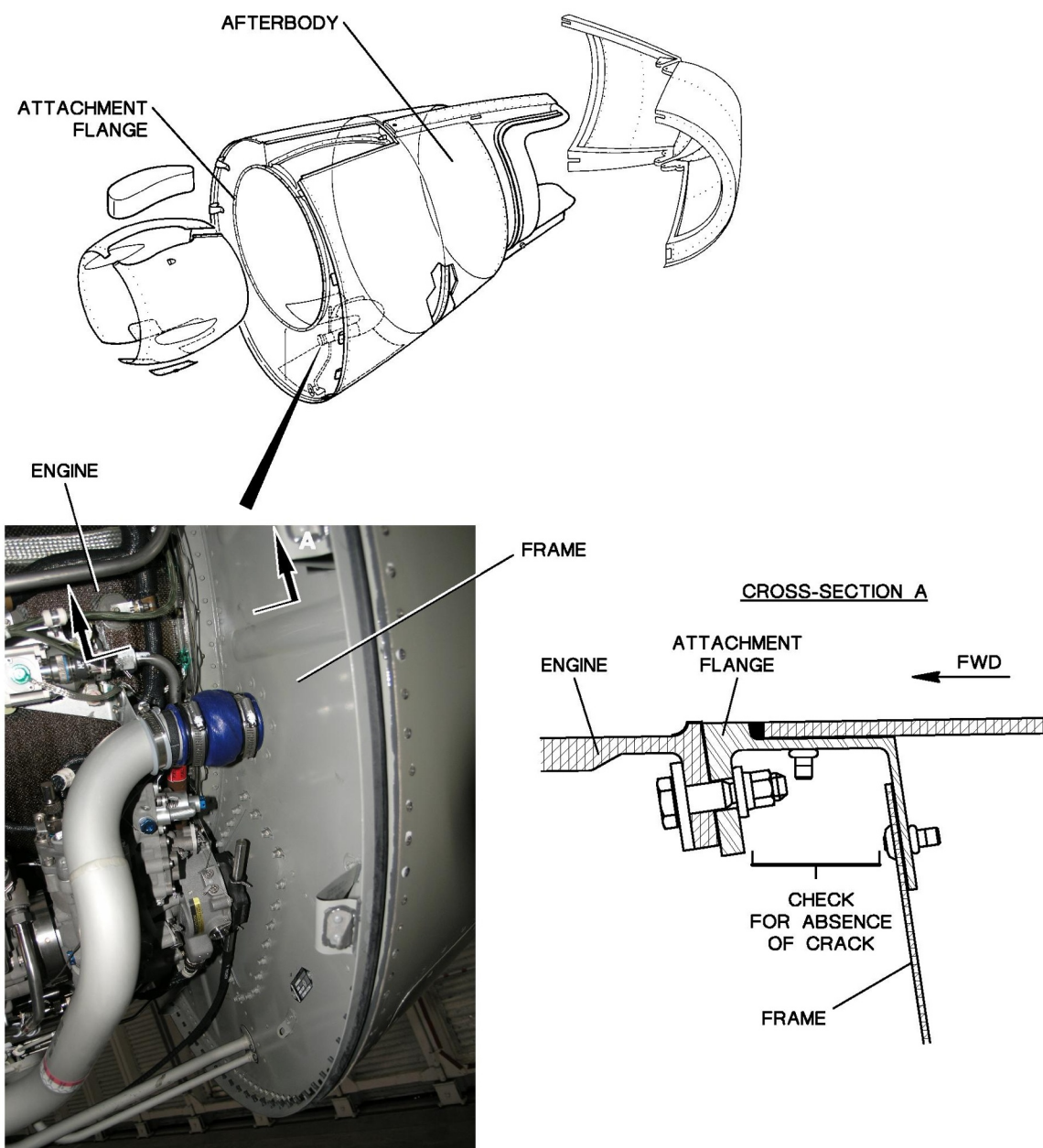


Figure 2: Check of Afterbody/Attachment Flange

Project No: **BDHRN002**Job Card No **0028**

Notif.No.: 10049058

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **GVI Thrust Reverser**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 78

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 300

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069292 Operation: 0010 Phase: Inspect - 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.

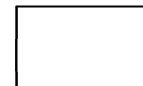
Defect Card Raised

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: 78-30-00-210-801

Operator Code: 78-30-00-210-801-01

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.: **78.010**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>78-30-00-210-801- GENERAL VISUAL INSPECTION OF THE THRUST REVERSER
01**

REMARKS : _____

AMM 78-30-00-210-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 78-30-00-210-801

GENERAL VISUAL INSPECTION OF THE THRUST REVERSER

1. OVERVIEW OF THE JOB

Operation code: 78-30-00-210-801-01

2. LOGISTICS

A. References

Reference

- [78-30-00-910-802](#)
- [78-31-09-350-801](#)

Designation

DEPLOYMENT / STOWING OF THE THRUST REVERSER
[REPAIR OF THE THRUST REVERSER DOOR SEALS](#)

B. Ingredients and Consumable Products

Designation

- [P-D-680B](#)

Additional designation

WHITE SPIRIT

C. Energy

- ELECTRICAL
- HYDRAULIC

D. Access

Reference

- [454CT](#)
- [454EB](#)

Designation

[THRUST-REVERSER UPPER FAIRING](#)
[THRUST-REVERSER LOWER FAIRING](#)

3. PRELIMINARY STEPS

A. Deploy the Thrust Reverser (Refer to [TASK 78-30-00-910-802](#), paragraph "Depressurization of Thrust Reverser Accumulator (190KR)").

B. [Remove thrust-reverser fairings \(\[454CT\]\(#\)\) and \(\[454EB\]\(#\)\)](#).

C. Using [P-D-680B](#), clean contaminated areas of the thrust reverser afterbody and more especially the TR door inner skin.

4. CHECKS

Refer to [fig. 1](#) and [fig. 2](#)

[CAUTION: IF A CRACK IS DETECTED, CONTACT AN APPROVED REPAIR AGENT.](#)

A. [Check the TR doors as follows \(see \[fig. 1\]\(#\)\)](#):

- (1) Check inner and outer skins for cracks, distortion and corrosion.
- (2) Check riveting for condition, especially in the vicinity of the hinge pins.
- (3) Check the abutment plate for security, cracks, marks, distortion or corrosion.

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(4) Check condition of overstop adjustable stop and of latch hook receptacles.

B. Check link rods as follows:

(1) Check link rod body for cracks, distortion (buckling), corrosion and impacts.

(2) Check correct safetying of adjustable clevis (on TR door side).

C. Check TR door seals area as follows (see **fig. 1**):

(1) Check the seal support for condition: cracks and distortion, riveting (torn out or loose rivets).

(2) Check the seal and attachment for condition.

(3) If necessary, repair the seal (Refer to **TASK 78-31-09-350-801**).

D. Check actuators as follows:

(1) Check couplings for hydraulic fluid seepage.

(2) Check full deploy switch for condition (lower actuator only).

E. Check TR door latch box assemblies as follows:

(1) Check latch hooks for condition.

(2) Check spring blades for condition.

F. Check hydraulic lines as follows:

(1) Check line attachment to structure.

(2) Check that the lines are not in contact with the structure.

(3) Check there is no hydraulic fluid leakage at the couplings and self-sealing valves of hoses on the engine pylon.

G. Check electrical wiring as follows:

(1) Check wiring for condition, routing and attachment.

(2) Check wiring connectors for correct connection.

H. Check brackets (1-fig. 2) for damage.

5. FINAL STEPS

A. Install thrust-reverser fairings (**454CT**) and (**454EB**).

B. Stow the Thrust Reverser (Refer to **TASK 78-30-00-910-802**, paragraph "Thrust Reverser Stowing after Depressurization of Thrust Accumulator (190KR)").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

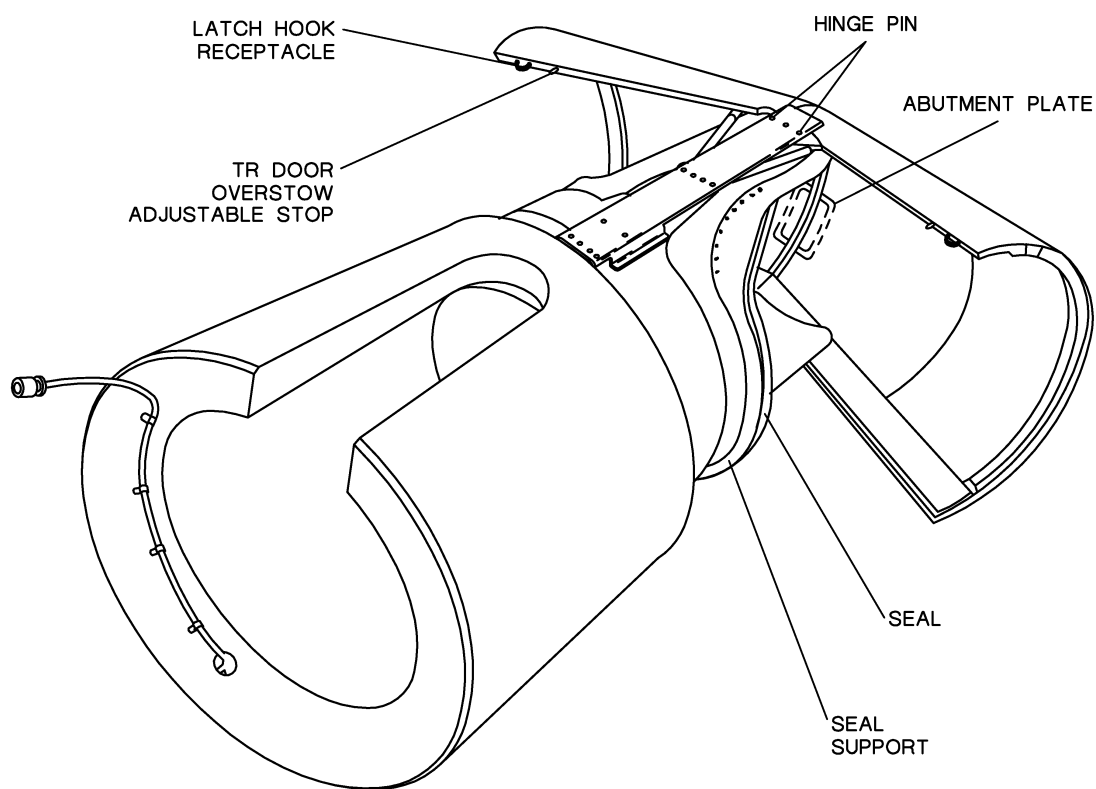
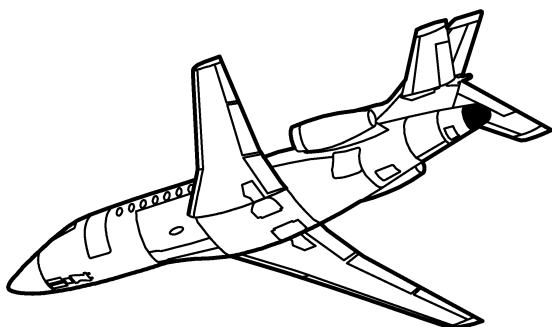


Figure 1: VISUAL CHECK OF THRUST REVERSERS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

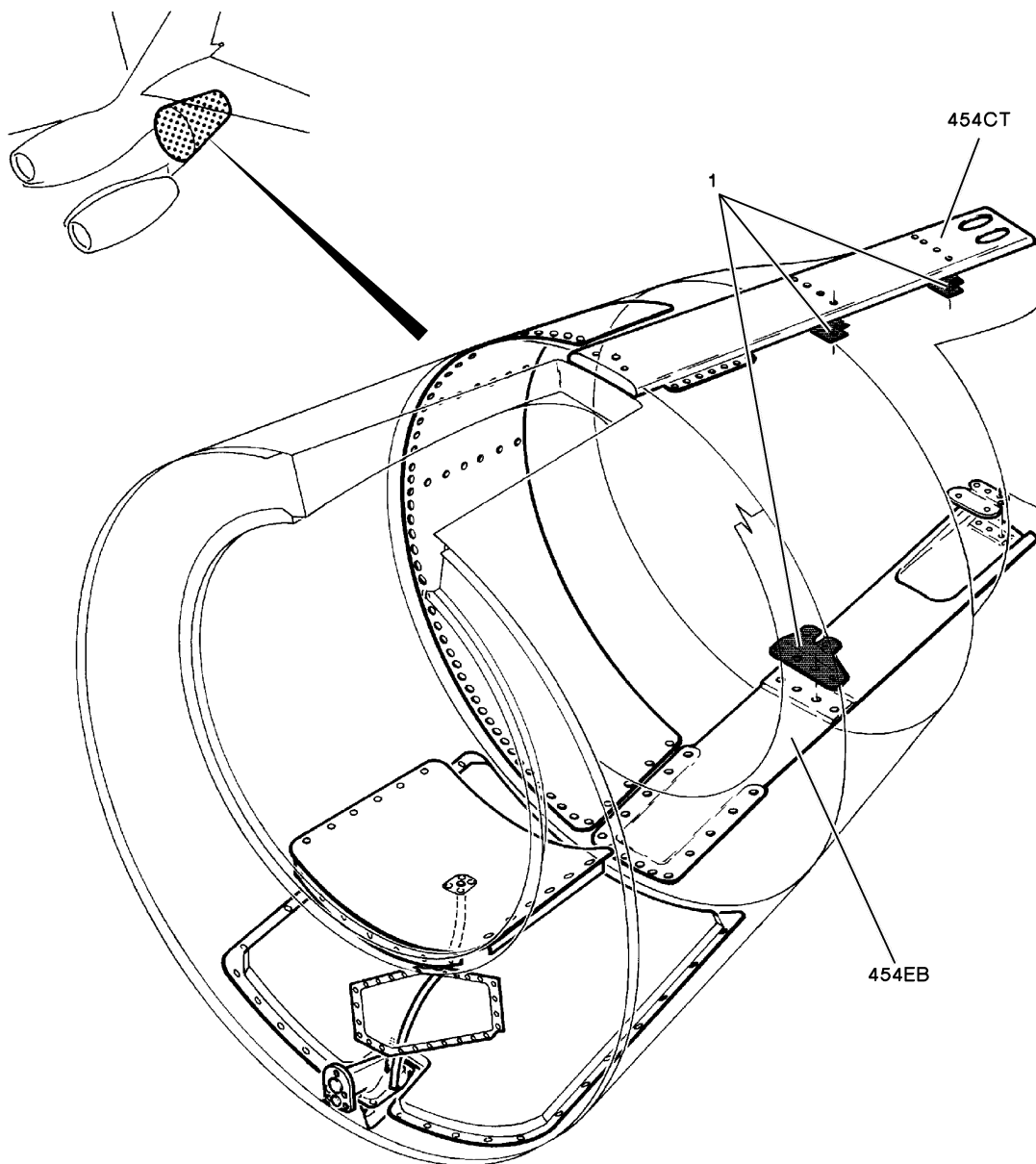


Figure 2: CHECK OF BRACKETS

Project No: **BDHRN002**Job Card No **0029**

Notif.No.: 10049046

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: GVI Engine 1 & 3 Nacelles & Pylons

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 54

Check Type: 2A CHECK

Work Center	
FALCON A/C	
MTX CLEANERS	

Zone: 400**Access Required for this task:**

411AL,413AB,414AT,417AL,417BL,421AR,423AB,424AT,427AR,427BR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069279 Operation: 0010 Phase: Inspect - 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.						
0002	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069279 Operation: 0020 Phase: Inspect - scheduling activity Work Center:MTX CLEANERS
	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					

OEM Code: 54-00-00-210-810

Form No: JA-SAP-MTX-002

Operator Code: 54-00-00-210-810-01

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**

Job Card No **0029**

Notif.No.: 10049046



Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: **GVI Engine 1 & 3 Nacelles & Pylons**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 54

Check Type: 2A CHECK

Work Center	
FALCON A/C	
MTX CLEANERS	

OFF					
ON					
OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 54-00-00-210-810

Operator Code: 54-00-00-210-810-01

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.: **54.0102**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>54-00-00-210-810- GENERAL VISUAL INSPECTION OF THE NO.1 ENGINE
01 NACELLE AND PYLON**

REMARKS : _____

AMM 54-00-00-210-810

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 54-00-00-210-810

GENERAL VISUAL INSPECTION OF THE ENGINE 1 AND 3 NACELLES AND PYLONS

CAUTION: THE PRESENCE OF A CRACK ENTAILS SYSTEMATIC REPAIR.

- IF A CRACK IS FOUND ON A RIVET LOCATED ON LATERAL ENGINE AIR INTAKE, REFER TO SRM (REFER TO **SRM 54-41-02**). ♦
- IF A CRACK IS FOUND ON THE SKIN, CONTACT THE MANUFACTURER.

1. OVERVIEW OF THE JOB

Operation codes:

- 54-00-00-210-810-01 engine 1 (**L4EZ**)
- 54-00-00-210-810-02 engine 3 (**R4EZ**)

2. LOGISTICS

A. References

Reference

- **20-31-00-100-804**
- **20-31-00-350-801**
- **20-50-00-300-801**
- **20-60-00-370-803**
- **23-60-01-900-801**
- **54-11-01-900-802**
- **54-11-13-960-801**

Designation

- CLEANING OF THE WING AND AIR INTAKE LEADING EDGES
- POLISHING OF WING AND AIR INTAKE LEADING EDGES
- TREATMENT OF SCRATCHES ON CLADDED SKINS
- APPLICATION OF PU66 CELOMER PAINT SCHEME
- REMOVAL / INSTALLATION OF THE STATIC DISCHARGERS**
- REMOVAL / INSTALLATION OF THE ENGINE 1 AND 3 UPPER AND LOWER COWLINGS
- REPLACEMENT OF THE ENGINE 1 AND 3 COWLING SEALS**

B. Tools and Ground Support Equipment

Reference

- **F7XC202000008**

Designation

TOOL BOX

Quantity

C. Ingredients and Consumable Products

Designation

- **TOP COAT PU66**
- **HIGH TEMPERATURE SEALANT**
- **CLEANER**
- **POLISH**
- OR **WHITE POLISHING PASTE NU-SHINE**

Additional designation

MULTIPURPOSE
AA 59318

D. Access

Reference

- **411AL**
- **413AB**
- **414AT**

Designation

ENGINE 1 AIR INTAKE
ENGINE 1 LOWER COWLING
ENGINE 1 UPPER COWLING

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- [417AL](#) ENGINE 1 AFTERBODY
- [417BL](#) ENGINE 1 AFTERBODY LOWER ACCESS PANEL
- [421AR](#) ENGINE 3 AIR INTAKE
- [423AB](#) ENGINE 3 LOWER COWLING
- [424AT](#) ENGINE 3 UPPER COWLING
- [427AR](#) ENGINE 3 AFTERBODY
- [427BR](#) ENGINE 3 AFTERBODY LOWER ACCESS PANEL

E. Miscellaneous

- STEPLADDER (LOCAL PROCUREMENT)



- METAL ROD: 4 MM (0.16 IN) DIAMETER WITH ROUNDED END (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

- A. Remove engine cowls ([413AB](#))/([423AB](#))/([414AT](#))/([424AT](#)) (Refer to [TASK 54-11-01-900-802](#)).

4. STRUCTURE

- A. Using the stepladder, check each inspected element for corrosion, shocks, traces of impact, cracks and scratches.

B. Nacelles

- (1) On the entire external surface of the nacelles check for:
 - (a) Paint condition.
 - (b) Missing or loose rivets.
If rivets are found missing or loose, refer to SRM (Refer to [SRM 54-41-02](#)).
- (2) On air intake ([411AL](#))/([421AR](#)) leading edge:
 - (a) Clean with **cleaner** (Refer to [TASK 20-31-00-100-804](#)).
 - (b) Check for erosion or scratches (Refer to [TASK 20-50-00-300-801](#)).
 - (c) Polish with **polish** to restore the protection (Refer to [TASK 20-31-00-350-801](#)).
- (3) On air intake ([411AL](#))/([421AR](#)), check:
 - (a) The inner duct for cleanliness, condition of skin, condition of Pt2 probe ([L4EZ2](#))/([R4EZ2](#)).
 - 1 On the inner skin paint coat:
 - If corrosion is found, refer to SRM (Refer to [SRM 51-10-02](#)).
 - If the protective paint is damaged or after corrosion treatment, renew the **top coat PU66** paint scheme (Refer to [TASK 20-60-00-370-803](#)).
 - 2 Check the inner skin for:
 - Missing or loose rivets.
If rivets are found missing or loose, refer to SRM (Refer to [SRM 54-41-02](#)).
 - (b) The external skin for:

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- anti-icing air exhaust louvers for clogging,
- engine cowling rest straps for condition,
- cracks or impact damage.

(c) **Rear air intake duct under engine cowlings:**

- eight bonding cleats,
- supports for condition (engine cowls attachment, Pt2 probe and generator wiring),
- anti-icing duct connection,
- engine air intake ring for condition and security of attachment.

(4) For engine upper cowl (**414AT**)/(**424AT**), check the following:

- (a) Inner and outer skin (condition of the two attachment holes and of the bonding strips, delamination, burn marks). Recondition the inner skin paint coat if blistered (Refer to **TASK 20-60-00-370-803**).
- (b) Both latching pawls.
- (c) Pylon side tie rods.
- (d) Hinge fittings.
- (e) Forward and aft bonding lugs for condition.
- (f) Engine equipment ventilation louvers, no obstruction.
- (g) Drain duct for condition and attachment clamp.
- (h) Metalized bonding seal, if damaged (Refer to **TASK 54-11-13-960-801**).

(5) For engine lower cowl (**413AB**)/(**423AB**), check the following:

- (a) Inner and outer skin (condition of bonding strips and angles, delamination, burn marks). Recondition the inner skin paint coat if blistered (Refer to **TASK 20-60-00-370-803**).
- (b) Inside of goose necks.
- (c) Pylon side locks.
- (d) Open position holding rod, for operation and condition of latching mechanism (pip pin and retaining bead).
- (e) Metalized bonding seal, if damaged (Refer to **TASK 54-11-13-960-801**).
- (f) No obstruction of:
 - engine equipment ventilation louvers,
 - starter-generator ventilation air outlet,
 - oil breather,
 - drain duct.

(6) On afterbody (**417AL**)/(**427AR**), check the following:

- (a) External skin for delamination.
- (b) Check doors (**417BL**) / (**427BR**) giving access to ignitor plugs.
- (c) Opening cowling rest flange.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (d) Forward frame:
 - attachment ring on engine,
 - eight bonding cleats,
 - junction of starter-generator ventilation duct,
 - latching pawls receptacle of the engine upper cowling.
 - (e) Inner duct skin, for condition.
- If you find corrosion, refer to SRM (Refer to **SRM 54-13-05**) for acceptance criteria.

C. On each pylon, check the following:

- (1) Upper surface: skin, riveting, fuselage linking brackets, inspection door.
- (2) Lower surface: skin, riveting, junction angles on fuselage, inspection door.
- (3) Leading edge and ram air inlet, on the LH side only.
- (4) Trailing edge.
- (5) Static dischargers (**L505RD**) / (**R505RD**) for condition and security of attachment. If damaged, (Refer to **TASK 23-60-01-900-801**)
- (6) Engine air intake anti-icing duct coupling.
- (7) Engine cowling upper and lower bonding braids.

D. Engine compartment

- (1) Inspect the front bulkhead:
 - (a) Condition of front edge, cowling seating surface.
 - (b) Condition and security of attachment of mounts.
- (2) Check the engine for security of attachments.
- (3) Check the pylon-to-nacelle connecting seals.
 - (a) Check the attachment and condition of the upper and lower surface pylon-to-nacelle connecting seals (absence of damage or tear).
 - (b) Record the defective seal(s) for replacement at next engine removal.
- (4) Inspect the rear bulkhead:
 - (a) Condition of rear edge, cowling seating surface.
 - (b) Condition of attachment of afterbody to engine.

5. ELECTRICAL CIRCUITS

A. Inspect starter-generators (**L1PA**) / (**R1PA**):

- (1) Attachment and condition of the intake ventilation duct .
- (2) Attachment and condition of the outlet ventilation duct and seal, pegs in position.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (3) Attachment and condition of the brushes protection strap.
- (4) Attaching clamp on accessory gearbox safetying.
- (5) Condition of starter generator terminal block cover. Move the cover aside and check that the wiring runs parallele with the generator body.
- (6) Generator wiring for condition and grounding connection cable to the structure for attachment.



- (7) Inspect the electrical wiring:
 - (a) Check the electrical cables for appearance, cleanliness, routing, attachment and marking.
 - (b) Make sure that there is no contact between the electrical cables and the structure.
 - (c) Check the connectors for correct connection.

6. HYDRAULIC SYSTEMS

- A. Check the supply and return lines between pumps and flexible lines for interference.
- B. Check each hydraulic coupling for leaks.

7. ENGINE FIRE PROTECTION SYSTEMS

- A. On fire detector (L2WG)/(R2WG), check:
 - (1) The connector to the responder body, for safetying.
 - (2) The routing and security of attachment of detector by means of isolating sleeves.
 - (3) The detector body, for contact with the structure.
 - (4) The detector does not include sharp bends (minimum bending radius 10 mm (0.4 in.)).
 - (5) The detector is neither crushed nor damaged.
 - (6) The responder body does not show any traces of crushing.
- B. Check the fire extinguishing lines:
 - (1) For crushing,orientation and damage.
 - (2) For condition and security of attachment.
 - (3) For condition and tightness of couplings.

8. FUEL SYSTEM

- A. Check the engine fuel supply lines for condition, attachment, and routing.
 - (1) Absence of leaks or crushing.
 - (2) Protections, marking.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

9. OIL PRESSURE SYSTEM

- A. Check the oil reservoir pressurization valve drain seal for condition. If the seal is separate, even partially, remove grease and bond using **high temperature sealant**.

10. AIR INTAKE ANTI-ICING SYSTEM

- A. Check the anti-icing lines for security of attachment, condition and routing.
- (1) Check for leaks and crushing.
 - (2) Condition, tightening of expansion sleeves and attaching clamps.
- B. Check LP anti-icing pressure switch (**L6HA**)/(**R6HA**) and HP anti-icing pressure switch (**L12HA**)/(**R12HA**), for condition and security of attachment.
- (1) Electrical connector, for correct connection.
 - (2) Attaching clamps, for tightening.
 - (3) Marking.
- C. Check electrical valve (**L3HA**)/(**R3HA**) for condition and security of attachment.
- (1) Electrical connector, for correct connection.
 - (2) Attaching clamps, for tightening.
 - (3) Marking.

11. ENGINE CONTROLS

- A. Check the TELEFLEX control cables of each engine for condition, routing, abnormal condition (crushing).

12. ENGINE EQUIPMENT AND ENGINE DRAINAGE SYSTEM

- A. Check the drain lines (attachment and condition) in zone 1.
- (1) Starter-generator drive.
 - (2) Hydraulic pump drive.
 - (3) Hydraulic pump.
 - (4) Fuel pump drive.
 - (5) FCU drive.
 - (6) Rilsan drain of the louvers of LH upper cowling (**414AT**) and RH upper cowling (**424AT**).
- B. Check the Pt2 circuit engine computer decanting bowl, for water, and inspect the line.

13. NACELLE AND PYLON DRAIN HOLES

Refer to **fig. 1**

- A. Check nacelle and pylon drain holes.

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Check that the drain ports are not clogged, visually or using a 4 mm (0.16 in) diameter metal rod with a rounded end.

- (1) Under lateral engine pylons.
- (2) Under lateral engine nacelles:
 - at air intake external skin,
 - at engine lower cowl,
 - at after body doors (**417BL**) / (**427BR**).
 - under each bowl under lateral engine cowling upper air scoops.

14. FINAL STEPS

- A. Make sure that the work area is clean and clear of tools or other items.
- B. Install cowlings (**413AB**)/(**414AT**)/(**423AB**)/(**424AT**) (Refer to **TASK 54-11-01-900-802**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

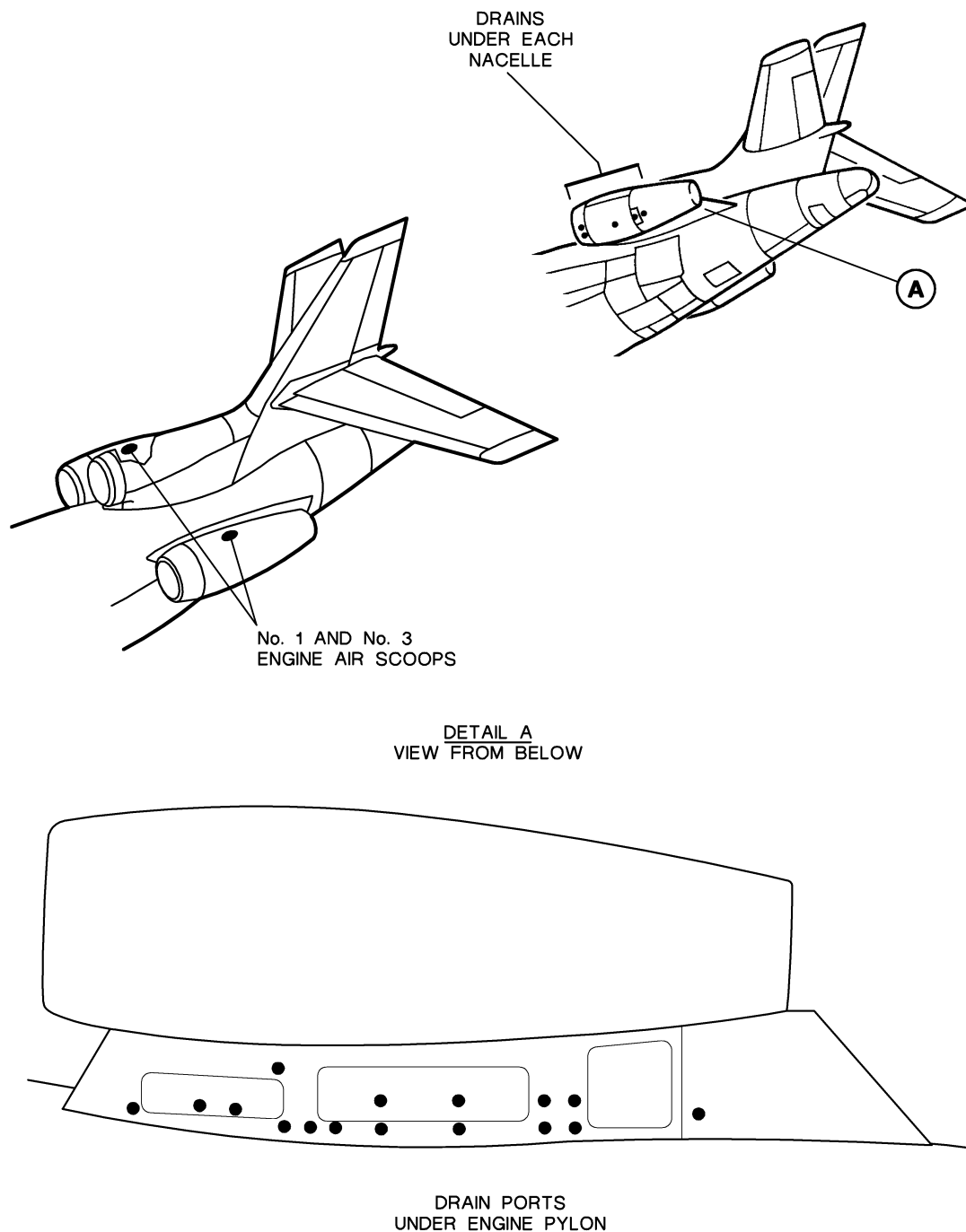


Figure 1: NACELLE AND PYLON DRAIN HOLES

Project No: **BDHRN002**Job Card No **0030**

Notif.No.: 10049047

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: FALCON A/C TEAM

Job Description: GVI Engine 1 & 3 Nacelles & Pylons

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 54

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 400**Access Required for this task:**

421AR,423AB,424AT,427AR,427BR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.				 Order: 80069288 Operation: 0010 Phase: Inspect - 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.						

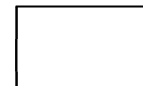
Defect Card Raised

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: 54-00-00-210-810

Operator Code: 54-00-00-210-810-02

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.: **54.0201**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>54-00-00-210-810- 02 GENERAL VISUAL INSPECTION OF THE NO.3 ENGINE NACELLE AND PYLON

REMARKS : _____

AMM 54-00-00-210-810

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 54-00-00-210-810

GENERAL VISUAL INSPECTION OF THE ENGINE 1 AND 3 NACELLES AND PYLONS

CAUTION: THE PRESENCE OF A CRACK ENTAILS SYSTEMATIC REPAIR.

- IF A CRACK IS FOUND ON A RIVET LOCATED ON LATERAL ENGINE AIR INTAKE, REFER TO SRM (REFER TO **SRM 54-41-02**). ♦
- IF A CRACK IS FOUND ON THE SKIN, CONTACT THE MANUFACTURER.

1. OVERVIEW OF THE JOB

Operation codes:

- 54-00-00-210-810-01 engine 1 (**L4EZ**)
- 54-00-00-210-810-02 engine 3 (**R4EZ**)

2. LOGISTICS

A. References

Reference

- **20-31-00-100-804**
- **20-31-00-350-801**
- **20-50-00-300-801**
- **20-60-00-370-803**
- **23-60-01-900-801**
- **54-11-01-900-802**
- **54-11-13-960-801**

Designation

- CLEANING OF THE WING AND AIR INTAKE LEADING EDGES
- POLISHING OF WING AND AIR INTAKE LEADING EDGES
- TREATMENT OF SCRATCHES ON CLADDED SKINS
- APPLICATION OF PU66 CELOMER PAINT SCHEME
- REMOVAL / INSTALLATION OF THE STATIC DISCHARGERS**
- REMOVAL / INSTALLATION OF THE ENGINE 1 AND 3 UPPER AND LOWER COWLINGS
- REPLACEMENT OF THE ENGINE 1 AND 3 COWLING SEALS**

B. Tools and Ground Support Equipment

Reference

- **F7XC202000008**

Designation

TOOL BOX

Quantity

C. Ingredients and Consumable Products

Designation

- **TOP COAT PU66**
- **HIGH TEMPERATURE SEALANT**
- **CLEANER**
- **POLISH**
- OR **WHITE POLISHING PASTE NU-SHINE**

Additional designation

MULTIPURPOSE
AA 59318

D. Access

Reference

- **411AL**
- **413AB**
- **414AT**

Designation

ENGINE 1 AIR INTAKE
ENGINE 1 LOWER COWLING
ENGINE 1 UPPER COWLING

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- [417AL](#) ENGINE 1 AFTERBODY
- [417BL](#) ENGINE 1 AFTERBODY LOWER ACCESS PANEL
- [421AR](#) ENGINE 3 AIR INTAKE
- [423AB](#) ENGINE 3 LOWER COWLING
- [424AT](#) ENGINE 3 UPPER COWLING
- [427AR](#) ENGINE 3 AFTERBODY
- [427BR](#) ENGINE 3 AFTERBODY LOWER ACCESS PANEL

E. Miscellaneous

- STEPLADDER (LOCAL PROCUREMENT)



- METAL ROD: 4 MM (0.16 IN) DIAMETER WITH ROUNDED END (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

- A. Remove engine cowl ([413AB](#))/([423AB](#))/([414AT](#))/([424AT](#)) (Refer to [TASK 54-11-01-900-802](#)).

4. STRUCTURE

- A. Using the stepladder, check each inspected element for corrosion, shocks, traces of impact, cracks and scratches.

B. Nacelles

- (1) On the entire external surface of the nacelles check for:
 - (a) Paint condition.
 - (b) Missing or loose rivets.
If rivets are found missing or loose, refer to SRM (Refer to [SRM 54-41-02](#)).
- (2) On air intake ([411AL](#))/([421AR](#)) leading edge:
 - (a) Clean with **cleaner** (Refer to [TASK 20-31-00-100-804](#)).
 - (b) Check for erosion or scratches (Refer to [TASK 20-50-00-300-801](#)).
 - (c) Polish with **polish** to restore the protection (Refer to [TASK 20-31-00-350-801](#)).
- (3) On air intake ([411AL](#))/([421AR](#)), check:
 - (a) The inner duct for cleanliness, condition of skin, condition of Pt2 probe ([L4EZ2](#))/([R4EZ2](#)).
 - 1 On the inner skin paint coat:
 - If corrosion is found, refer to SRM (Refer to [SRM 51-10-02](#)).
 - If the protective paint is damaged or after corrosion treatment, renew the **top coat PU66** paint scheme (Refer to [TASK 20-60-00-370-803](#)).
 - 2 Check the inner skin for:
 - Missing or loose rivets.
If rivets are found missing or loose, refer to SRM (Refer to [SRM 54-41-02](#)).
 - (b) The external skin for:

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- anti-icing air exhaust louvers for clogging,
- engine cowling rest straps for condition,
- cracks or impact damage.

(c) **Rear air intake duct under engine cowlings:**

- eight bonding cleats,
- supports for condition (engine cowls attachment, Pt2 probe and generator wiring),
- anti-icing duct connection,
- engine air intake ring for condition and security of attachment.

(4) For engine upper cowl (**414AT**)/(**424AT**), check the following:

- (a) Inner and outer skin (condition of the two attachment holes and of the bonding strips, delamination, burn marks). Recondition the inner skin paint coat if blistered (Refer to **TASK 20-60-00-370-803**).
- (b) Both latching pawls.
- (c) Pylon side tie rods.
- (d) Hinge fittings.
- (e) Forward and aft bonding lugs for condition.
- (f) Engine equipment ventilation louvers, no obstruction.
- (g) Drain duct for condition and attachment clamp.
- (h) Metalized bonding seal, if damaged (Refer to **TASK 54-11-13-960-801**).

(5) For engine lower cowl (**413AB**)/(**423AB**), check the following:

- (a) Inner and outer skin (condition of bonding strips and angles, delamination, burn marks). Recondition the inner skin paint coat if blistered (Refer to **TASK 20-60-00-370-803**).
- (b) Inside of goose necks.
- (c) Pylon side locks.
- (d) Open position holding rod, for operation and condition of latching mechanism (pip pin and retaining bead).
- (e) Metalized bonding seal, if damaged (Refer to **TASK 54-11-13-960-801**).
- (f) No obstruction of:
 - engine equipment ventilation louvers,
 - starter-generator ventilation air outlet,
 - oil breather,
 - drain duct.

(6) On afterbody (**417AL**)/(**427AR**), check the following:

- (a) External skin for delamination.
- (b) Check doors (**417BL**) / (**427BR**) giving access to ignitor plugs.
- (c) Opening cowling rest flange.

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- (d) Forward frame:
 - attachment ring on engine,
 - eight bonding cleats,
 - junction of starter-generator ventilation duct,
 - latching pawls receptacle of the engine upper cowling.
 - (e) Inner duct skin, for condition.
- If you find corrosion, refer to SRM (Refer to **SRM 54-13-05**) for acceptance criteria.

C. On each pylon, check the following:

- (1) Upper surface: skin, riveting, fuselage linking brackets, inspection door.
- (2) Lower surface: skin, riveting, junction angles on fuselage, inspection door.
- (3) Leading edge and ram air inlet, on the LH side only.
- (4) Trailing edge.
- (5) Static dischargers (**L505RD**) / (**R505RD**) for condition and security of attachment. If damaged, (Refer to **TASK 23-60-01-900-801**)
- (6) Engine air intake anti-icing duct coupling.
- (7) Engine cowling upper and lower bonding braids.

D. Engine compartment

- (1) Inspect the front bulkhead:
 - (a) Condition of front edge, cowling seating surface.
 - (b) Condition and security of attachment of mounts.
- (2) Check the engine for security of attachments.
- (3) Check the pylon-to-nacelle connecting seals.
 - (a) Check the attachment and condition of the upper and lower surface pylon-to-nacelle connecting seals (absence of damage or tear).
 - (b) Record the defective seal(s) for replacement at next engine removal.
- (4) Inspect the rear bulkhead:
 - (a) Condition of rear edge, cowling seating surface.
 - (b) Condition of attachment of afterbody to engine.

5. ELECTRICAL CIRCUITS

A. Inspect starter-generators (**L1PA**) / (**R1PA**):

- (1) Attachment and condition of the intake ventilation duct .
- (2) Attachment and condition of the outlet ventilation duct and seal, pegs in position.

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- (3) Attachment and condition of the brushes protection strap.
- (4) Attaching clamp on accessory gearbox safetying.
- (5) Condition of starter generator terminal block cover. Move the cover aside and check that the wiring runs parallele with the generator body.
- (6) Generator wiring for condition and grounding connection cable to the structure for attachment.



- (7) Inspect the electrical wiring:
 - (a) Check the electrical cables for appearance, cleanliness, routing, attachment and marking.
 - (b) Make sure that there is no contact between the electrical cables and the structure.
 - (c) Check the connectors for correct connection.

6. HYDRAULIC SYSTEMS

- A. Check the supply and return lines between pumps and flexible lines for interference.
- B. Check each hydraulic coupling for leaks.

7. ENGINE FIRE PROTECTION SYSTEMS

- A. On fire detector (**L2WG**)/(**R2WG**), check:
 - (1) The connector to the responder body, for safetying.
 - (2) The routing and security of attachment of detector by means of isolating sleeves.
 - (3) The detector body, for contact with the structure.
 - (4) The detector does not include sharp bends (minimum bending radius 10 mm (0.4 in.)).
 - (5) The detector is neither crushed nor damaged.
 - (6) The responder body does not show any traces of crushing.
- B. Check the fire extinguishing lines:
 - (1) For crushing,orientation and damage.
 - (2) For condition and security of attachment.
 - (3) For condition and tightness of couplings.

8. FUEL SYSTEM

- A. Check the engine fuel supply lines for condition, attachment, and routing.
 - (1) Absence of leaks or crushing.
 - (2) Protections, marking.

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9. OIL PRESSURE SYSTEM

- A. Check the oil reservoir pressurization valve drain seal for condition. If the seal is separate, even partially, remove grease and bond using **high temperature sealant**.

10. AIR INTAKE ANTI-ICING SYSTEM

- A. Check the anti-icing lines for security of attachment, condition and routing.
- (1) Check for leaks and crushing.
 - (2) Condition, tightening of expansion sleeves and attaching clamps.
- B. Check LP anti-icing pressure switch (**L6HA**)/(**R6HA**) and HP anti-icing pressure switch (**L12HA**)/(**R12HA**), for condition and security of attachment.
- (1) Electrical connector, for correct connection.
 - (2) Attaching clamps, for tightening.
 - (3) Marking.
- C. Check electrical valve (**L3HA**)/(**R3HA**) for condition and security of attachment.
- (1) Electrical connector, for correct connection.
 - (2) Attaching clamps, for tightening.
 - (3) Marking.

11. ENGINE CONTROLS

- A. Check the TELEFLEX control cables of each engine for condition, routing, abnormal condition (crushing).

12. ENGINE EQUIPMENT AND ENGINE DRAINAGE SYSTEM

- A. Check the drain lines (attachment and condition) in zone 1.
- (1) Starter-generator drive.
 - (2) Hydraulic pump drive.
 - (3) Hydraulic pump.
 - (4) Fuel pump drive.
 - (5) FCU drive.
 - (6) Rilsan drain of the louvers of LH upper cowling (**414AT**) and RH upper cowling (**424AT**).
- B. Check the Pt2 circuit engine computer decanting bowl, for water, and inspect the line.

13. NACELLE AND PYLON DRAIN HOLES

Refer to **fig. 1**

- A. Check nacelle and pylon drain holes.

FALCON 900EX

AIRCRAFT MAINTENANCE MANUAL

Check that the drain ports are not clogged, visually or using a 4 mm (0.16 in) diameter metal rod with a rounded end.

- (1) Under lateral engine pylons.
- (2) Under lateral engine nacelles:
 - at air intake external skin,
 - at engine lower cowl,
 - at after body doors (**417BL**) / (**427BR**).
 - under each bowl under lateral engine cowling upper air scoops.

14. FINAL STEPS

- A. Make sure that the work area is clean and clear of tools or other items.
- B. Install cowlings (**413AB**)/(**414AT**)/(**423AB**)/(**424AT**) (Refer to **TASK 54-11-01-900-802**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

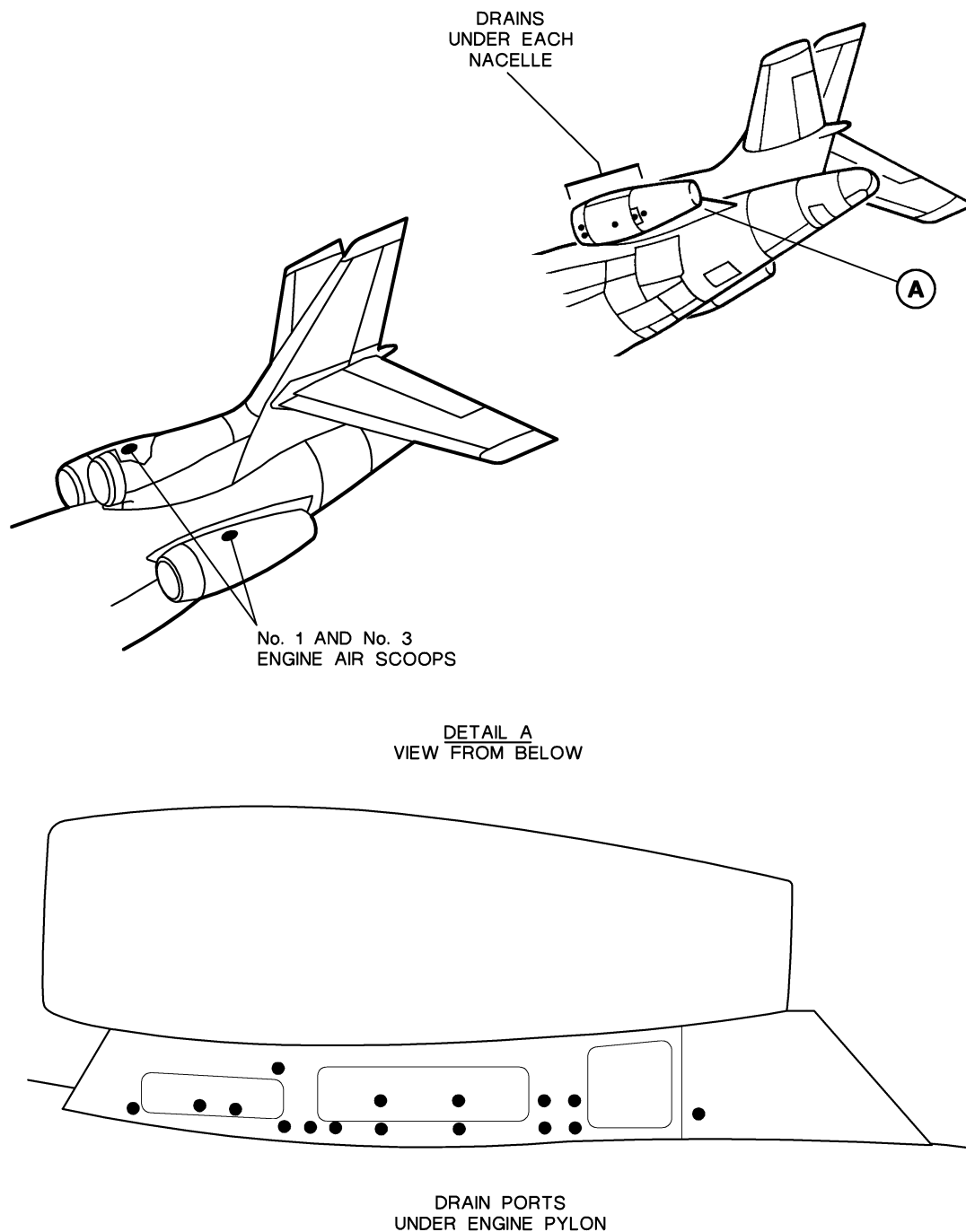


Figure 1: NACELLE AND PYLON DRAIN HOLES

Project No: **BDHRN002**Job Card No **0031**

Notif.No.: 10048879

Activity: **1000**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: MTX AVIO DEPT

Job Description: **INSP Microwave Oven**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 1A CHECK

Work Center	
MTX AVIO DEPT	

Access Required for this task:

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069324 Operation: 0010 Phase: Inspect - scheduling activity Work Center: MTX AVIO DEPT
	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: 25-90-19-200-801-01S

Operator Code: 25-90-19-200-801-01S

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Work Card No.: **25-90-19-200-801-01S**

PKG # 2 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>25-90-19-200-801- INSPECTION MICROWAVE OVEN
01S**

REMARKS : _____

SMM 25-90-19-200-801

Inspection of the Microwave Oven**1. General**

- A. This document contains the inspection instructions for the microwave oven.

2. Tools And Equipment

- A. No special tools and equipment are necessary to do this task.

3. Energy Sources

- A. No energy source is necessary to do this task.

4. Consumable Materials

- A. No consumable materials are necessary to do this task.

5. References

- A. These references are necessary to do this task:
- Component Manufacturer Maintenance Manual

6. Description

- A. The microwave oven is an aviation quality 28 Volt DC device designed to heat food and beverages and cook food.

7. Access

- A. The microwave oven is found in the galley.

8. Inspection

WARNING: **THE MICROWAVE OVEN CONTAINS ELECTRICAL COMPONENTS WHICH CAN CAUSE HARM. THIS OVEN MUST BE SERVICED BY QUALIFIED PERSONNEL ONLY.**

CAUTION: CONNECT ALL EQUIPMENT/CABINET GROUND CONDUCTORS CORRECTLY TO REDUCE THE RISK OF ELECTRICAL SHORT AND/OR FIRE

CAUTION: DO NOT OPERATE THIS OVEN WITHOUT FOOD OR BEVERAGE INSIDE THE COOKING CHAMBER. DAMAGE TO THE OVEN MAY OCCUR.

A. Visual Inspection

1. Examine the fascia panel for legibility of lettering, visibility of lamps and proper numeric display.
2. Open the microwave circuit breaker on the galley circuit breaker panel.
3. Examine the oven door for deformation or cracks.
4. Make sure the door closes correctly.
5. Examine the oven door for the condition of the gasket, corrosion, adhesion problems or other damage.
6. Examine the Waveguide Moisture Cover (found in the oven cavity) for damage from excessive arcing, i.e., burn marks. If damage is found, replace damaged parts.
7. Replace any defective items.

B. Close the microwave circuit breaker on the galley circuit breaker panel.

Project No: **BDHRN002**Job Card No **0032**

Notif.No.: 10049000

Activity: **1000**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: MTX AVIO DEPT

Job Description: **INSP High Temperature Oven**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 1A CHECK

Work Center	
MTX AVIO DEPT	

Access Required for this task:

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069325 Operation: 0010 Phase: Inspect - scheduling activity Work Center: MTX AVIO DEPT
	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: 25-90-21-200-801-01S

Operator Code: 25-90-21-200-801-01S

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Work Card No.: **25-90-21-200-801-01S**

PKG # 2 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>25-90-21-200-801- INSPECTION CONVECTION OVEN
01S**

REMARKS : _____

SMM 25-90-21-200-801

Inspection of the Oven**1. General**

- A. This document contains the inspection instructions for the oven.

2. Tools And Equipment

- A. No special tools and equipment are necessary to do this task.

3. Energy Sources

- A. No energy source is necessary to do this task.

4. Consumable Materials

- A. No consumable materials are necessary to do this task.

5. References

- A. These references are necessary to do this task:
- Supplemental Wiring Diagram Manual
 - AMM 24-00-00-860-801 Energizing the Aircraft

6. Description

- A. The oven has cooking temperatures in the range of 100° F to 450° F (38° C to 230° C). The oven heater element can be powered by different power sources, but is usually powered by 110 VAC, 3 Phase, 400 Hz. The other parts of the system is powered by 28 VDC.
- B. The oven control system is separated into two controllers. The user interface controller can be mounted on the door of the oven. The temperature controller is mounted on the rear of the oven.

7. Access

- A. The oven is found in the galley.

8. Inspection

- A. Open the oven circuit breaker. Refer to the aircraft Supplemental Wiring Diagram Manual.
- B. Examine the oven door for deformation or cracks make sure the door closes and latches correctly.
- C. Examine the oven door for the condition of the gasket, corrosion, or other damage.
- D. Make sure the oven door closes fully and latches without binding.
- E. Make sure the oven is fastened securely in the galley, and there are no loose defective fasteners.
- F. Close the Oven circuit breaker; refer to the aircraft Supplemental Wiring Diagram Manual.
- G. Make sure the oven door opens completely and locks in the fully open position (90 degrees).
- H. Check operation of the digital display, temperature controls and timer.



**SUPPLEMENTAL
MAINTENANCE MANUAL**

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25-90-21

PAGE 2
MAR 09/12

EFFECTIVITY:SMM F900EX Rev B

Project No: **BDHRN002**Job Card No **0033**

Notif.No.: 10049033

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: MTX AVIO DEPT

Job Description: INSP Dual Passenger Seats

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 2A CHECK

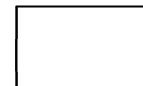
Work Center	
MTX AVIO DEPT	

Corrective Action						
0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069343 Operation: 0010 Phase: Inspect - scheduling activity Work Center: MTX AVIO DEPT
	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: 25-90-03-200-801-02S

Operator Code: 25-90-03-200-801-02S

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.: **25-90-03-200-801-02S**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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>25-90-03-200-801- 02S INSPECTION OF THE DUAL PASSENGER SEATS

REMARKS : _____

SMM 25-90-03-200-801

Passenger Single and Double Seat Inspection**1. General**

- A. This document contains the Inspection instructions for the Passenger Single and Double Seat.

2. Tools And Equipment

- A. No special tools and equipment are necessary for this task.

3. Energy Sources

- A. This energy source is necessary to do this task:
- Electrical

4. Consumable Materials

- A. No consumable materials are necessary for this task.

5. References

- A. These references are necessary for this task:
- AMM 24-00-00-860-801 Energizing the Aircraft
- AMM 25-00-05-200-801 Inspection of Crew and Passenger Seat Harnesses and Safety Belts

6. Description

- A. The Passenger Seats are in the forward and aft club groups of single seats. Each passenger seat has armrests with adjustment controls. A restraint system for passenger safety during taxi, takeoff, landing and turbulence is installed at each seat.

7. Access

- A. Passenger Seats are found in the main cabin of the aircraft. The dual seats are found at the dining table.

8. Inspection

WARNING: DE-ENERGIZE THE AIRCRAFT BEFORE EQUIPMENT REMOVAL OR INSTALLATION. PERSONAL INJURY OR DAMAGE TO THE AIRCRAFT CAN OCCUR IF POWER IS ON.

WARNING: IF THE AIRCRAFT IS ENERGIZED, MAKE SURE THAT THE CABIN MASTER AND GALLEY MASTER SWITCHES ARE IN THE OFF POSITION (ILLUMINATED) BEFORE REMOVAL OR INSTALLATION. PERSONAL INJURY CAN OCCUR IF POWER IS ON.

NOTE: Make sure the seat is in the upright position before the task is started.

- A. Inspection of the Electric Seat
1. Energize the aircraft. Refer to AMM 24-00-00-860-801.

**SUPPLEMENTAL
MAINTENANCE MANUAL**

2. Make sure the CABIN MASTER and GALLEY MASTER SWITCHES are engaged (not illuminated), before this inspection is done.

NOTE: When these switches are engaged (not illuminated), the passenger compartment is energized.

3. Do a check for visual damage deterioration, tears, soiling and general cleanliness. If these conditions occur do the necessary corrective actions.
4. Make sure the seat is correctly attached to the aircraft floor.
5. Do the inspection of the seat belts and/or harnesses. Refer to AMM 25-00-05-200-801.
6. With the base shroud removed and the carpet pulled back from the seat tracks. Do the verification test and check as follows:
 - Do a check for the correct operation of all functions including, but not limited to, lateral and fore/aft tracking, swivel, recline, legrest, armrest, headrest, berthing, stowage compartment, restraint system and electric controls.
 - Make sure all fasteners are tight.
 - Examine upholstery for permanent deformation (indentation) of the cushions. If the permanent deformation in the cushion exceeds 1/2 inch, the cushion must be replaced.
 - Do a visual inspection of the tracking cable located at the seat base. Make sure there is no wear or damage.
 - Do a visual inspection of the tracking handle for any looseness or damage.
 - Do a visual inspection of the seat tracks and the limiting knobs.
7. Make sure the CABIN MASTER and GALLEY MASTER SWITCHES are not engaged (illuminated), before this inspection is done.

NOTE: When these switches are not engaged (illuminated), the passenger compartment is not energized.

8. Examine wiring harness for signs of chafing or wear. Repair or replace defective wiring as required.
9. If installed, for single seats make sure that the rotation limitation and the translation limitation are intact for the seats near emergency exit.
10. De-energize the aircraft. Refer to AMM 24-00-00-860-801.

B. Inspection of the Manual Seat

1. Do a check for visual damage deterioration, tears, soiling and general cleanliness. If these conditions occur do the necessary corrective actions.
2. Make sure the seat is correctly attached to the aircraft floor.
3. Do the inspection of the seat belts and/or harnesses. Refer to AMM 25-00-05-200-801.
4. With the base shroud removed and the carpet pulled back from the seat tracks. Do the verification test and check as follows:
 - Do a check for the correct operation of all functions including, but not limited to, lateral and fore/aft tracking, swivel, recline, legrest, armrest, headrest, berthing, stowage compartment, restraint system and electric controls.
 - Make sure all fasteners are tight.
 - Examine upholstery for permanent deformation (indentation) of the cushions. If the permanent deformation in the cushion exceeds 1/2 inch, the cushion must be replaced.

Project No: **BDHRN002**Job Card No **0034**

Notif.No.: 10049036

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: MTX AVIO DEPT

Job Description: **INSP Trash Container & Lid Seal**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 2A CHECK

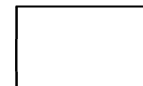
Work Center	
MTX AVIO DEPT	

Corrective Action						
0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069332 Operation: 0010 Phase: Inspect - scheduling activity Work Center: MTX AVIO DEPT
	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: 25-90-17-200-801-01S

Operator Code: 25-90-17-200-801-01S

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Work Card No.: **25-90-17-200-801-01S**

PKG # 2 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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25-00-09-200-801-01 ☐ CHECK OF THE CLOSING AND SEALING OF TRASH CANS

REMARKS : _____

990010 AD74-08-09 REV2,
AMM 25-00-09-200-801 AMEND. 39-9680

AD 1974-08-09 R3 LAVATORY PAPER OR LINEN WASTE RECEPTACLE FIRE PREVENTION

Amendement No: 39-9680 Effective Date: 28-MAR-2012 Next Compliance Due Date Hours/Other: _____

☐ COMPLIED WITH ☐ DECLINED ☐ DEFERRED ☐ NOT APPLICABLE

*All text added to the "Note" field will be presented as part of the MOC selection through the application.
Ex: MOC of "Complied With" and a Note of "At Manufacture" will display as "Complied With - At Manufacture"*

Compliance Note: _____

TECH	INSP	LABOR-HRS HRS.THS
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>25-90-17-200-801-01S ☐ **INSPECTION OF THE TRASH CONTAINER AND LID SEAL
(INCLUDING FIRE CONTAINMENT AND SELF
EXTINGUISHING CHARACTERISTICS)**

SMM 25-90-17-200-801 REMARKS : _____

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 25-00-09-200-801 CHECK OF THE CLOSING AND SEALING OF TRASH CANS

1. OVERVIEW OF THE JOB

Operation code: 25-00-09-200-801-01

This procedure describes the inspection and the tightness check of the trash cans in the LH rear toilet compartment and in the forward lavatory.

NOTE: The location of the trash cans depends on the aircraft completion.

2. LOGISTICS



A. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

B. Access

Reference	Designation
• PAX	PASSENGER DOOR

3. INSPECTION OF THE WASTE CONTAINER STRUCTURE AND COVER

- A. Pull out the waste container drawer.
- B. Remove the waste container from the drawer.
- C. Visually check the following for wear, cracks, corrosion or dirt:
 - (1) the structure of the waste container,
 - (2) the cover of the waste container,
 - (3) the guides.
- D. Visually check the following for correct attachment:
 - (1) the cover of the waste container,
 - (2) the guides.
- E. Replace damaged items.



4. INSPECTION OF THE WASTE CONTAINER DRAWER

- A. Push back, then pull out again, the waste container drawer.
- B. Visually check the waste container drawer for wear, cracks, corrosion or dirt.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- C. Make sure that the waste container drawer opens correctly and that the sliders move smoothly.
- D. Make sure that the sliders and the guides are not loose.
- E. Visually check the latch for wear, cracks or corrosion.
- F. Replace damaged items.
- ◆
- G. Install the waste container in the drawer.
- H. Push the waste container drawer back into place.
- I. Make sure that waste container drawer locks correctly.

5. FUNCTIONAL TEST OF WASTE CONTAINER WITH FLAPPER DOOR

- A. Check that the trash can flapper shuts correctly and that the trash can flapper assembly is leak-tight.
- B. Check the spring mechanism to make sure that the flapper door will open and close correctly.
- C. Check condition of seal below the flapper door.
- D. Replace damaged items.
- E. Measure the clearance between the lid and the flapper door.
- F. Make sure that the clearance is not more than 1.5 mm (0.06 in).

6. FUNCTIONAL TEST OF WASTE CONTAINER WITH LID/COVER

- A. Make sure that the lid fits flush with the top of the mating surface on the cover.
NOTE: This can be done by viewing the closure before the waste container is fully closed.
- B. Check condition of seal.
- C. Replace damaged items.
- D. Measure the clearance between the lid and the top of the mating surface on the cover.
- E. Make sure that the clearance is not more than 1.5 mm (0.06 in).

7. FINAL STEPS

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

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-0956; Directorate Identifier 2010-NM-018-AD; Amendment 39-16951; AD 74-08-09 R3]

RIN 2120-AA64

Airworthiness Directives; Various Transport Category Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are revising an existing airworthiness directive (AD) for transport category airplanes that have one or more lavatories equipped with paper or linen waste receptacles. That AD currently requires installation of placards prohibiting smoking in the lavatory and disposal of cigarettes in the lavatory waste receptacles; establishment of a procedure to announce to airplane occupants that smoking is prohibited in the lavatories; installation of ashtrays at certain locations; and repetitive inspections to ensure that lavatory waste receptacle doors operate correctly. This new AD extends the time an airplane may be operated with certain missing ashtrays. This AD was prompted by the determination that certain compliance times required by the existing AD could be extended and still address fires occurring in lavatories caused by, among other things, the improper disposal of smoking materials in lavatory waste receptacles. We are issuing this AD to correct this unsafe condition on these products.

DATES: This AD is effective March 28, 2012.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Alan Sinclair, Aerospace Engineer, Airframe/Cabin Safety Branch, ANM-115, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-227-2195; fax: 425-227-1232.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to revise AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996). That AD applies to the specified products. The NPRM published in the Federal Register on October 6, 2010 (75 FR 61657). That NPRM proposed to continue to require installation of placards prohibiting smoking in the lavatory and disposal of cigarettes in the lavatory waste receptacles; establishment of a procedure to announce to airplane occupants that smoking is prohibited in the lavatories; installation of ashtrays at certain locations; and repetitive inspections to ensure that lavatory waste receptacle doors operate correctly. That NPRM also proposed to extend the time an airplane may be operated with certain missing ashtrays.

Comments

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the NPRM (75 FR 61657, October 6, 2010) proposal and the FAA's response to each comment.

Support for the NPRM

Air Line Pilots Association, International (ALPA), Boeing, and Air Transport Association (ATA) supported the intent of the NPRM (75 FR 61657, October 6, 2010).

Request to Credit MPD Task Cards

MNG Airlines reported that some airplane manufacturers' maintenance planning documents (MPDs) include the requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996), in a task card, which the operators add to their own MPDs for their fleet. The commenter requested that we revise the NPRM (75 FR 61657, October 6, 2010) by indicating that, if a manufacturer's and operator's MPDs cover a task card, the AD requirements are automatically satisfied.

We disagree with the request. Operators determine how to track the implementation and compliance of the AD requirements for their fleet. We do not consider it appropriate to include AD provisions that apply only to certain operators. It is not necessary to change the final rule to include this provision.

Request To Clarify Relief Provisions

ATA recommended that we simplify and clarify the proposed relief provisions for airplanes having multiple lavatory doors. For those airplanes, ATA recommended that we revise the NPRM (75 FR 61657, October 6, 2010) to provide MMEL (Master Minimum Equipment List) relief for up to—and including—50 percent of the ashtrays for 10 days. (The NPRM specified only “up to” 50 percent of the ashtrays.) ATA noted that this recommendation would (1) Remove the proposed requirement to replace half of the missing ashtrays within 3 days; (2) provide a level of safety equal to or exceeding the level proposed for airplanes having only one

lavatory door; (3) simplify the management and oversight of MMEL relief by operators and FAA inspectors; and (4) clarify that the phrase “up to” includes 50 percent, which would eliminate differing interpretations.

We have reviewed the ATA proposal. While we agree that the proposal has merit, we find that it does not account for all possible scenarios. Paragraph (j) of the AD allows 3 days to install any ashtrays if more than 50 percent of the ashtrays are missing. The commenter's proposed change, on the other hand, could ground airplanes: If, for example, 2 of 2 ashtrays are missing, 1 ash tray must be installed before further flight. We have therefore not changed the final rule regarding this issue. But, according to the provisions of paragraph (m) of this AD, we may approve requests to adjust the compliance schedule if the request includes data substantiating that the new schedule would provide an acceptable level of safety.

Request To Revise Compliance Time

Thomas Edward Young requested that we clarify paragraph (j) of the NPRM (75 FR 61657, October 6, 2010) to address the case of a single ashtray missing on an airplane with multiple lavatory door ashtrays. Mr. Young provided alternative text to address this situation.

We disagree with the request. Paragraph (j) of this AD adequately covers the scenario described by the commenter. We have not changed the final rule regarding this issue.

Request To Clarify Proposed Changes

ALPA requested clarification of the relief proposed in the NPRM (75 FR 61657, October 6, 2010) for two possible scenarios.

First, ALPA was concerned about possible confusion of the AD requirements for airplanes with an odd number of multiple lavatory doors with missing or inoperative ashtrays. In this case, the 50 percent criteria specified in the AD would result in a fractional number. ALPA therefore suggested that we revise the NPRM (75 FR 61657, October 6, 2010) to ensure that a fractional number of ashtrays be rounded to the next higher whole number.

Second, ALPA noted that, if there are groups of lavatories in multiple locations throughout an airplane, compliance with the proposed requirements aircraft-wide could result in all of the ashtrays in a group being missing or inoperative. To ensure that the required extinguishing capability is retained, ALPA therefore recommended an additional requirement to ensure that at least one lavatory door in each group of lavatories has a serviceable ashtray.

We disagree with the requests, although we considered both recommendations during the drafting of this revision of the AD. We determined that the commenter's first recommendation (to address airplanes with an odd number of missing ashtrays) would have only added to the complexity of the AD. If the calculation of ashtrays needing to be replaced results in a fractional number, operators will need to round up this figure. The only way to replace 2.5 ashtrays, for example, is to replace 3 ashtrays. We find that additional clarification is not necessary.

We determined that the commenter's second recommendation (to address airplanes with all ashtrays missing in a group of lavatories) would have resulted in confusing and overly complicated requirements. The AD's more simplified approach adequately addresses the unsafe condition.

We have not changed the AD regarding these issues.

Conclusion

We reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting the AD as proposed.

Costs of Compliance

This action merely extends a certain compliance time and does not add any new additional economic burden on affected operators. The relief provided by this AD allows operators to continue to operate airplanes without the required number of ashtrays for a longer period of time than was previously permitted. This results in reduced costs to affected operators since it reduces the potential interruptions in service to reinstall the ashtrays. The current costs associated with this AD are provided below for the convenience of affected operators. The following table provides the estimated costs for U.S. operators to comply with this AD.

Estimated Costs

Action	Work hours	Average labor rate per hour	Parts	Cost per airplane
Placard installations	1	\$85	Negligible	\$85
Inspections	2	\$85	\$0	\$170 per inspection cycle

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by removing airworthiness directive (AD) 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996), and adding the following new AD:



74-08-09 R3 Transport category airplanes: Amendment 39-16951; Docket No. FAA-2010-0956; Directorate Identifier 2010-NM-018-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 28, 2012.

(b) Affected ADs

This AD revises AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996).

(c) Applicability

This AD applies to transport category airplanes, certificated in any category, that have one or more lavatories equipped with paper or linen waste receptacles. These lavatories may be on various airplanes, identified in but not limited to the airplanes of the manufacturers included in table 1 of this AD.

Table 1—Affected Airplanes

Airplane manufacturer
328 Support Services GmbH (Type Certificate previously held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH)
AEROSPATIALE (Societe Nationale Industrielle Aerospatiale)
Airbus
ATR – GIE Avions de Transport Régional
BAE Systems (Operations) Limited
The Boeing Company
Bombardier, Inc.
British Aerospace Regional Aircraft
Cessna Aircraft Company
DASSAULT AVIATION
EADS CASA (Type Certificate previously held by Construcciones Aeronauticas, S.A.)
Empresa Brasileira de Aeronautica S.A. (EMBRAER)
Fokker Services B.V.
Gulfstream Aerospace Corporation

Gulfstream Aerospace LP (Type Certificate previously held by Israel Aircraft Industries, Ltd.)

Hamburger Flugzeugbau GmbH

Hawker Beechcraft Corporation (Type Certificate previously held by Raytheon Aircraft Company; Beech Aircraft Corporation)

Israel Aircraft Industries, Ltd.

Learjet Inc.

Lockheed Aircraft Corporation

Lockheed Martin Corporation / Lockheed Martin Aeronautics Company

Maryland Air Industries, Inc.

McDonnell Douglas Corporation

Mitsubishi Heavy Industries, Ltd.

Saab AB, Saab Aerosystems

Sabreliner Corporation

Short Brothers PLC

Vickers-Armstrongs (Aircraft Limited)

Viking Air Limited (Type Certificate previously held by Bombardier, Inc.)

(d) Subject

Air Transport Association (ATA) of America Code 25: Equipment/furnishings.

(e) Unsafe Condition

This revision to the AD (AD 74-08-09 R2 (61 FR 32318, June 24, 1996)) was prompted by the determination that certain compliance times required by the existing AD may be extended and still address fires occurring in lavatories caused by, among other things, the improper disposal of smoking materials in lavatory waste receptacles. This revision to the AD would continue to prevent possible fires that could result from smoking materials being dropped into lavatory paper or linen waste receptacles.

(f) Compliance

You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

(g) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996): Placard Installation

Within 60 days after August 6, 1974 (the effective date of AD 74-08-09, Amendment 39-1917 (39 FR 28229, August 6, 1974)), or before the accumulation of any time in service on a new production aircraft after delivery, whichever occurs later—except that new production aircraft may be flown in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to a base where compliance may be accomplished: Accomplish the requirements of paragraphs (g)(1) and (g)(2) of this AD.

(1) Install a placard on each side of each lavatory door over the door knob, or on each side of each lavatory door, or adjacent to each side of each lavatory door. The placards must contain the legible words "No Smoking in Lavatory" or "No Smoking," or contain "No Smoking" symbology in lieu of words, or contain both wording and symbology, to indicate that smoking is prohibited in the lavatory. The placards must be of sufficient size and contrast and be located so as to be conspicuous to lavatory users. And

(2) Install a placard on or near each lavatory paper or linen waste disposal receptacle door, containing the legible words or symbology indicating "No Cigarette Disposal."

(h) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996): Announcement Procedures

Within 30 days after August 6, 1974 (the effective date of AD 74-08-09, Amendment 39-1917 (39 FR 28229, August 6, 1974)), establish a procedure that requires that, no later than a time immediately after the "No Smoking" sign is extinguished following takeoff, an announcement be made by a crewmember to inform all aircraft occupants that smoking is prohibited in the aircraft lavatories; except that, if the aircraft is not equipped with a "No Smoking" sign, the required procedure must provide that the announcement be made prior to each takeoff.

(i) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996): Ashtray Installation

Except as provided by paragraph (j) of this AD: Within 180 days after August 6, 1974 (the effective date of AD 74-08-09, Amendment 39-1917 (39 FR 28229, August 6, 1974)), or before the accumulation of any time in service on a new production aircraft, whichever occurs later—except that new production aircraft may be flown in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to a base where compliance may be accomplished: Install a self-contained, removable ashtray on or near the entry side of each lavatory door. One ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory door served.

(j) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996), with Revised Compliance Times: Allowances for Partial Replacement

An airplane with multiple lavatory doors may be operated with up to 50 percent of the lavatory door ashtrays missing or inoperative, provided 50 percent of the missing or inoperative ashtrays are replaced within 3 days and all remaining missing or inoperative ashtrays are replaced within 10 days. An airplane with only 1 lavatory door may be operated for a period of 10 days with the lavatory door ashtray missing or inoperative.

Note 1 to paragraph (j) of this AD: This AD permits a lavatory door ashtray to be missing, although the FAA-approved Master Minimum Equipment List (MMEL) may not allow such provision. In any case, the provisions of this AD prevail.

(k) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996): Inspections

Within 30 days after August 6, 1974 (the effective date of AD 74-08-09, Amendment 39-1917 (39 FR 28229, August 6, 1974)), and thereafter at intervals not to exceed 1,000 hours' time-in-service from the last inspections, accomplish the following:

(1) Inspect all lavatory paper and linen waste receptacle enclosure access doors and disposal doors for proper operation, fit, sealing, and latching for the containment of possible trash fires.

(2) Correct all defects found during the inspections required by paragraph (k)(1) of this AD.

(l) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996): Adjustments to Inspection Intervals

Upon the request of an operator, the FAA Principal Maintenance Inspector (PMI) may adjust the 1,000-hour repetitive inspection interval specified in paragraph (k) of this AD to permit compliance at an established inspection period of the operator if the request contains data to justify the requested change in the inspection interval.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Airframe/Cabin Safety Branch, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(n) Related Information

For more information about this AD, contact Alan Sinclair, Aerospace Engineer, Airframe/Cabin Safety Branch, ANM-115, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-227-2195; fax: 425-227-1232; email: alan.sinclair@faa.gov.

(o) Material Incorporated by Reference

None.

Issued in Renton, Washington, on January 27, 2012.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

Inspection of the Waste Containers**1. General**

- A. This document contains the inspection instructions for the trash container with lid seal.

2. Tools and Equipment

- A. No special tools and equipment are necessary to do this task.

3. Energy Sources

- A. No energy source is necessary to do this task.

4. Consumable Materials

- A. No consumable materials are necessary to do this task.

5. References

- A. No references are necessary to do this task.

6. Description

- A. A removable trash container with integral cover and a trash bag retainer is used to hold galley and/or vanity trash. The trash container is in a pullout drawer held by heavy-duty slides. When the drawer is closed, a lid seal holds the top of the trash container to keep trash in and odor down. The lid is installed inside the cabinet.

7. Access

- A. The trash container drawers are installed in the galley cabinets and/or aft lavatory vanity cabinets.

8. Inspection of the Waste Container with Lid Seal

WARNING: 14 CFR 25.853 PROHIBITS SMOKING IN THE AIRCRAFT LAVATORY(IES) TO PREVENT A POSSIBLE FIRE FROM AN UNEXTINGUISHED CIGARETTE. LITTLE ROCK COMPLETIONS INCLUDE PAPER AND LINEN WASTE RECEPTACLES THAT FIT AND SEAL TO CONTAIN AND SELF-EXTINGUISH A TRASH FIRE. FOR THE SAFETY OF THE AIRCRAFT AND ITS OCCUPANTS, THESE ENCLOSURES MUST OPERATE AS DESIGNED.

- A. Do the visual inspection on the drawer latch as instructed. Refer to 25-90-09, Inspection of the Interior Latch.
- B. Open the cabinet drawer to get access to the waste container.
- C. Lift the waste container from the cabinet drawer.
- D. Remove and discard the disposable trash bag if necessary.

**SUPPLEMENTAL
MAINTENANCE MANUAL**

- E. Examine the waste container for visible damage and deformation to inner and outer surfaces.
- F. Examine the lid and lid mating surface for visible damage on both sides, to make sure correct closure.
- G. Examine the teflon strips on the lid for wear, cracks, loose or missing fasteners.
- H. Examine the silicon extrusion around the rim of the waste container for visible damage.
- I. Examine the slides to make sure the cabinet drawer operates correctly.
- J. Insert the waste container in the cabinet drawer, inspect the lid to make sure there is correct closure.
- K. Make sure the lid fits flush with the top of the lid mating surface. This can be done by viewing the closure before the cabinet drawer is fully closed.
- L. Make sure the gap between the lid and the top of the mating surface on the cover does not exceed 0.06 in (1.5mm) max.
 - 1. If the gap between these two areas exceeds 0.06 in. maximum, a new seal must be installed.
- M. Do the visual inspection of the slides on the cabinet drawer as instructed. Refer to 25-90-11, Inspection of the Drawer Slide Assembly.
- N. Replace a disposable trash bag if necessary.
- O. Close the cabinet drawers.

9. Inspection of the Waste Container with Front Flapper Door

WARNING: 14 CFR 25.853 PROHIBITS SMOKING IN THE AIRCRAFT LAVATORY(IES) TO PREVENT A POSSIBLE FIRE FROM AN UNEXTINGUISHED CIGARETTE. LITTLE ROCK COMPLETIONS INCLUDE PAPER AND LINEN WASTE RECEPTACLES THAT FIT AND SEAL TO CONTAIN AND SELF-EXTINGUISH A TRASH FIRE. FOR THE SAFETY OF THE AIRCRAFT AND ITS OCCUPANTS, THESE ENCLOSURES MUST OPERATE AS DESIGNED.

- A. Remove the waste container from the cabinet panel.
- B. Do an inspection of the parts that follow and replace them if damaged:
 - 1. Do a visual check of the structure of the waste container and the lid for wear or cracks.
 - 2. Do a visual check of the seal below the flapper door for wear.
 - 3. If installed, check the lid latches for damage and proper engagement.
 - 4. Do a visual check of the flapper door for wear or cracks.
 - 5. Examine the spring mechanism to make sure the flapper door opens and closes.
- C. Examine the seal surface:
 - 1. Use a ruler or other straight-edge and hold it flush below the flapper door.

2. Move the ruler back and forth along the surface of the flapper door and look for any inconsistent areas between the seal and the ruler edge.
3. A new seal must be installed if the gap between these two areas exceeds 0.06 in. maximum.
4. Correct all gaps that are larger than 0.06 in (1.5 mm).

D. Install the waste container and close the cabinet panel.

10. Inspection of the Waste Container with Top Flapper Door

WARNING: 14 CFR 25.853 PROHIBITS SMOKING IN THE AIRCRAFT LAVATORY(IES) TO PREVENT A POSSIBLE FIRE FROM AN UNEXTINGUISHED CIGARETTE. LITTLE ROCK COMPLETIONS INCLUDE PAPER AND LINEN WASTE RECEPTACLES THAT FIT AND SEAL TO CONTAIN AND SELF-EXTINGUISH A TRASH FIRE. FOR THE SAFETY OF THE AIRCRAFT AND ITS OCCUPANTS, THESE ENCLOSURES MUST OPERATE AS DESIGNED.

A. Do the inspection of the drawer latch as instructed. Refer to 25-90-09, Inspection of the Interior Latch.

NOTE: The waste container may be installed on a slide out cabinet drawer or a tilt-out cabinet drawer.

- B. Lift the latch assembly paddle and open the cabinet drawer.
- C. Pull the cabinet drawer to the fully extended position to get access to the waste container.
- D. Lift the waste container out of the cabinet drawer.
- E. Remove and discard the disposable trash bag, if necessary.
- F. Examine the waste container for visible damage, holes, or dents to the inner and outer surfaces.
- G. Examine the flapper door for visible damage, holes or dents on both sides.
- H. Examine spring mechanism to make sure the flapper door will open and close correctly.
- I. Examine condition of the seal below the flapper door.
- J. Examine the seal surface:
 1. Use a ruler or other straight-edge and hold it flush below the flapper door.
 2. Move the ruler back and forth along the surface of the flapper door and look for any inconsistent areas between the seal and the ruler edge.
 3. If the gap between these two areas exceeds 0.06 in. maximum, a new seal must be installed.
 4. Correct all gaps that are larger than 0.06 in (1.5 mm).
- K. Make sure the silicone extrusion on the edge of the waste container is in good condition.
- L. Examine guide and the Teflon Slides for damage or dents.

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MAINTENANCE MANUAL**

- M.** Make sure the chain (if installed) is attached to the waste container and container lid.
- N.** Make sure the container lid closes correctly on the waste container.
- O.** Put the waste container into the cabinet drawer.
- P.** Make sure the guide and Teflon Slides apply enough pressure to the container lid to stay closed.
- Q.** Do the inspection of the slides (if installed) as instructed. Refer to 25-90-11, Inspection of the Drawer Slide Assembly .
- R.** Replace a disposable trash bag if necessary.
- S.** Close the cabinet drawer.
- T.** If installed, make sure that the stay hinge (not illustrated) is in good condition and allows the tilt-out drawer to travel smoothly.

Project No: **BDHRN002**Job Card No **0035**

Notif.No.: 10049032

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: MTX AVIO DEPT

Job Description: INSP Single Passenger Seats

ETOPS A/C: No RVSM A/C: No Warranty: - ATA: 25

Check Type: 2A CHECK

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069342 Operation: 0010 Phase: Inspect - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

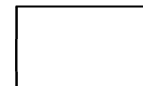
Defect Card Raised

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: 25-90-03-200-801-01S

Operator Code: 25-90-03-200-801-01S

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Work Card No.: **25-90-03-200-801-01S**

PKG # 2 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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>25-90-03-200-801- 01S INSPECTION OF THE SINGLE PASSENGER SEATS

REMARKS : _____

SMM 25-90-03-200-801

Passenger Single and Double Seat Inspection**1. General**

- A. This document contains the Inspection instructions for the Passenger Single and Double Seat.

2. Tools And Equipment

- A. No special tools and equipment are necessary for this task.

3. Energy Sources

- A. This energy source is necessary to do this task:
- Electrical

4. Consumable Materials

- A. No consumable materials are necessary for this task.

5. References

- A. These references are necessary for this task:
- AMM 24-00-00-860-801 Energizing the Aircraft
- AMM 25-00-05-200-801 Inspection of Crew and Passenger Seat Harnesses and Safety Belts

6. Description

- A. The Passenger Seats are in the forward and aft club groups of single seats. Each passenger seat has armrests with adjustment controls. A restraint system for passenger safety during taxi, takeoff, landing and turbulence is installed at each seat.

7. Access

- A. Passenger Seats are found in the main cabin of the aircraft. The dual seats are found at the dining table.

8. Inspection

WARNING: DE-ENERGIZE THE AIRCRAFT BEFORE EQUIPMENT REMOVAL OR INSTALLATION. PERSONAL INJURY OR DAMAGE TO THE AIRCRAFT CAN OCCUR IF POWER IS ON.

WARNING: IF THE AIRCRAFT IS ENERGIZED, MAKE SURE THAT THE CABIN MASTER AND GALLEY MASTER SWITCHES ARE IN THE OFF POSITION (ILLUMINATED) BEFORE REMOVAL OR INSTALLATION. PERSONAL INJURY CAN OCCUR IF POWER IS ON.

NOTE: Make sure the seat is in the upright position before the task is started.

- A. Inspection of the Electric Seat
1. Energize the aircraft. Refer to AMM 24-00-00-860-801.

**SUPPLEMENTAL
MAINTENANCE MANUAL**

2. Make sure the CABIN MASTER and GALLEY MASTER SWITCHES are engaged (not illuminated), before this inspection is done.

NOTE: When these switches are engaged (not illuminated), the passenger compartment is energized.

3. Do a check for visual damage deterioration, tears, soiling and general cleanliness. If these conditions occur do the necessary corrective actions.
4. Make sure the seat is correctly attached to the aircraft floor.
5. Do the inspection of the seat belts and/or harnesses. Refer to AMM 25-00-05-200-801.
6. With the base shroud removed and the carpet pulled back from the seat tracks. Do the verification test and check as follows:
 - Do a check for the correct operation of all functions including, but not limited to, lateral and fore/aft tracking, swivel, recline, legrest, armrest, headrest, berthing, stowage compartment, restraint system and electric controls.
 - Make sure all fasteners are tight.
 - Examine upholstery for permanent deformation (indentation) of the cushions. If the permanent deformation in the cushion exceeds 1/2 inch, the cushion must be replaced.
 - Do a visual inspection of the tracking cable located at the seat base. Make sure there is no wear or damage.
 - Do a visual inspection of the tracking handle for any looseness or damage.
 - Do a visual inspection of the seat tracks and the limiting knobs.
7. Make sure the CABIN MASTER and GALLEY MASTER SWITCHES are not engaged (illuminated), before this inspection is done.

NOTE: When these switches are not engaged (illuminated), the passenger compartment is not energized.

8. Examine wiring harness for signs of chafing or wear. Repair or replace defective wiring as required.
9. If installed, for single seats make sure that the rotation limitation and the translation limitation are intact for the seats near emergency exit.
10. De-energize the aircraft. Refer to AMM 24-00-00-860-801.

B. Inspection of the Manual Seat

1. Do a check for visual damage deterioration, tears, soiling and general cleanliness. If these conditions occur do the necessary corrective actions.
2. Make sure the seat is correctly attached to the aircraft floor.
3. Do the inspection of the seat belts and/or harnesses. Refer to AMM 25-00-05-200-801.
4. With the base shroud removed and the carpet pulled back from the seat tracks. Do the verification test and check as follows:
 - Do a check for the correct operation of all functions including, but not limited to, lateral and fore/aft tracking, swivel, recline, legrest, armrest, headrest, berthing, stowage compartment, restraint system and electric controls.
 - Make sure all fasteners are tight.
 - Examine upholstery for permanent deformation (indentation) of the cushions. If the permanent deformation in the cushion exceeds 1/2 inch, the cushion must be replaced.



SUPPLEMENTAL MAINTENANCE MANUAL

- Do a visual inspection of the tracking cable located at the seat base. Make sure there is no wear or damage.
- Do a visual inspection of the tracking handle for any looseness or damage.
- Do a visual inspection of the seat tracks and the limiting knobs.



**SUPPLEMENTAL
MAINTENANCE MANUAL**

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25-90-03

PAGE 4
MAR 09/12

EFFECTIVITY:SMM F900EX Rev B

Project No: **BDHRN002**Job Card No **0036**

Notif.No.: 10049034

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: MTX AVIO DEPT

Job Description: **INSP Divan(s)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 2A CHECK

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069344 Operation: 0010 Phase: Inspect - scheduling activity Work Center: MTX AVIO DEPT
	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: 25-90-05-200-801-01S

Operator Code: 25-90-05-200-801-01S

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.: **25-90-05-200-801-01S**
 Serial No.: **096** Model: **FALCON 900EX** **PKG # 2 2A INSPECTION**
 Reg No.: **D-AHRN** Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>25-90-05-200-801- INSPECTION OF THE DIVAN(S)
01S**

REMARKS : _____

SMM 25-90-05-200-801

Divan Inspection**1. General**

- A. This document contains the Inspection instructions for the Divan.

2. Tools And Equipment

- A. No special tools and equipment are necessary to do this task.

3. Energy Sources

- A. No energy source is necessary to do this task.

4. Consumable Materials

- A. No consumable materials are necessary to do this task.

5. References

- A. These references are necessary to do this task:
- AMM 25-00-05-200-801 Inspection of Crew and Passenger Seat Harnesses and Safety Belts

6. Description

- A. The manual divan can be 2, 3 or 4 place depending on the configuration that can seat up to 4 passengers.

The divan also features:

1. An optional seat base that can be manually tracked inboard up to approximately 12.0 inches for a level and wider berthing area.
2. Seat belts and retractable shoulder belts
3. Storage compartments in the divan lower section for life rafts and other equipment
4. Berthing belts

7. Access

- A. The divan is installed in the main cabin.

8. Inspection

- A. Examine the divan frame, back frame, berthing pan and structure for corrosion, cracks or wear.
1. Contact Dassault Falcon Jet customer service engineering for any defects found.
- B. Examine the restraint system belts for wear and make sure the buckles operate correctly.
1. For damage limits and corrective action refer to AMM 25-00-05-200-801.
- C. Examine all seat cushions for evidence of foam deformation.
1. Deformation exceeding 1/2" requires replacement.
- D. Examine the seat tracks for corrosion, cracks or wear.
1. Contact Dassault Falcon Jet customer service engineering for any defects found.



SUPPLEMENTAL MAINTENANCE MANUAL

- I
- E. Operate any optional items (refer to section 6A), make sure that all divan options function properly.

25-90-05

PAGE 2
MAR 09/12

EFFECTIVITY:SMM F900EX Rev B

Project No: **BDHRN002**Job Card No **0037**

Notif.No.: 10049035

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: MTX AVIO DEPT

Job Description: **INSP Ice Drawer**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 2A CHECK

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069345 Operation: 0010 Phase: Inspect - scheduling activity Work Center: MTX AVIO DEPT
	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: 25-90-15-200-801-01S

Operator Code: 25-90-15-200-801-01S

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Work Card No.: **25-90-15-200-801-01S**

PKG # 2 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>25-90-15-200-801- INSPECTION OF THE ICE DRAWER
01S**

REMARKS : _____

SMM 25-90-15-200-801

Inspection of the Ice Drawers**1. General**

- A. This document contains the inspection instructions for the ice drawers.

2. Tools And Equipment

- A. No special tools and equipment are necessary to do this task.

3. Energy Sources

- A. No energy source is necessary to do this task.

4. Consumable Materials

- A. No materials are necessary to do this task.

5. References

- A. No external references are necessary to do this task.

6. Description

- A. The upper ice drawer is used to store "clean" ice for human consumption. The lower ice drawer is for chilled/cold storage. Optional dividers and bottle sleeves can be used in the lower drawer for chilled/cold storage of different items.
- B. Each ice drawer has a drain fitting that connects to a bayonet fitting in the cabinet when the drawer is closed. The bayonet fittings in the cabinet are attached to the aircraft water drain system.
- C. The drain fittings on the ice drawers have spring operated ball-valves that automatically close when the ice drawer is opened. These ball-valves prevent water from draining into the galley or auxiliary galley when the drawers are open.
- D. The ice drawers are attached to the cabinet with drawer slides. Latches installed on the drawer fronts hold the ice drawers in the closed position in the cabinet.

7. Access

- A. The ice drawers are installed in the galley cabinet.

8. Inspection

- A. Open the ice drawer.
- B. Examine the fasteners that hold the drawer slide assembly to the cabinet and drawer.
- C. Make sure the fasteners are tight.
- D. Make sure the drawer slides operate correctly.
- E. Examine the slides for damage or defects.

**SUPPLEMENTAL
MAINTENANCE MANUAL**

- F.** Examine the drain fitting at the back of drawer and the bayonet fitting at the back of the drawer compartment.
- G.** Make sure the ice drawer closes correctly.
- H.** Make sure the fitting seals correctly when the drawer is closed.
- I.** If applicable, make sure the bottle sleeves are installed correctly inside the ice liner.
- J.** If applicable, make sure the ice liner divider is installed correctly inside the ice liner.
- K.** Make sure the drawer latch operates correctly.
- L.** Examine the latch for damage or incorrect operation.
- M.** If leaks in the ice drawer are found contact Dassault Falcon Jet customer service engineering.

Project No: **BDHRN002**Job Card No **0038**

Notif.No.: 10049038

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: MTX AVIO DEPT

Job Description: INSP Sliding Magazine Rack

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 2A CHECK

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069346 Operation: 0010 Phase: Inspect - scheduling activity Work Center: MTX AVIO DEPT
	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: 25-90-39-200-801-01S

Operator Code: 25-90-39-200-801-01S

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Work Card No.: **25-90-39-200-801-01S**

PKG # 2 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>25-90-39-200-801- 01S INSPECTION OF THE SLIDING MAGAZINE RACK

REMARKS : _____

SMM 25-90-39-200-801

Inspection of the Tracking Magazine Rack**1. General**

- A. This document contains the inspection instructions for the tracking magazine rack.

2. Tools And Equipment

- A. No special tools and equipment are necessary to do this task.

3. Energy Sources

- A. No energy source necessary to do this task.

4. Consumable Materials

- A. No consumable materials are necessary to do this task.

5. References

- A. No external references are necessary to do this task.

6. Description

- A. The tracking magazine rack supplies storage for different printed materials. The tracking magazine rack is slide-mounted and can be moved inboard (deployed) and outboard (stowed). The tracking magazine rack includes a latch to lock it in the fully outboard (stowed) position.

7. Access

- A. The tracking magazine rack can be installed on different cabinets or bulkheads in the cabin area.

8. Inspection

- A. Examine all mounting locations for wear, fatigue, corrosion, or cracks.
- B. Examine all laminated pieces for signs of delamination.
- C. Examine the slides for signs of wear, fatigue, corrosion, or cracks.
- D. Examine the locking mechanism for signs of wear, fatigue, corrosion or cracks.
- E. Examine the latch for correct engagement with the strike and operation, damage, wear, fatigue, corrosion or cracks.
- F. Repair and/or replace visually worn parts.
- G. Lubricate moving parts, if necessary.
- H. After installation, move the magazine rack inboard and outboard to make sure the slides operate correctly.



**SUPPLEMENTAL
MAINTENANCE MANUAL**

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25-90-39

PAGE 2
FEB 13/12

EFFECTIVITY:SMM F900EX Rev B

Project No: **BDHRN002**Job Card No **0039**

Notif.No.: 10049206

Activity: **1011**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: MTX AVIO DEPT

Job Description: INSP Convection Oven Fan Motor Brush

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069347 Operation: 0010 Phase: Inspect - scheduling activity Work Center: MTX AVIO DEPT
	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: 25-33-25-350-801-01S

Operator Code: 25-33-25-350-801-01S

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.: **25-33-25-350-801-01S**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	27-SEP-2012						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>25-33-25-350-801- 01S INSPECTION CONVECTION OVEN FAN MOTOR
BRUSH/BEARING WEAR**

REMARKS : _____

GENERIC CMM

Operator: **HERON AVIATION**

Work Card No.: **25-33-25-350-801-01S**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

971 SMM 05-20-00 PAGE NO.:PAGE 1 REF: 25 - CONVECTION OVEN DATE: MAR 09/12 B

25-33-25-350-801-01 INSPECTION CONVECTION OVEN FAN MOTOR BRUSH/BEARING WEAR
S

Operator: **HERON AVIATION**

Work Card No.: **25-33-25-350-801-01S**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

Procedural Text

25-33-25-350-801-01S

REFER TO APPLICABLE COMPONENT MAINTENANCE MANUAL (CMM) FOR PROCEDURE(S) .

Project No: **BDHRN002**Job Card No **0040**

Notif.No.: 10049116

Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Inspect

Starting Work Centre: MTX AVIO DEPT

Job Description: Check Engine Cowling Electrical Bonding

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 54

Check Type: 2A+ Inspection

Work Center	
MTX AVIO DEPT	

Zone: 300,400**Access Required for this task:**

311AR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069282 Operation: 0010 Phase: Inspect - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

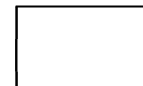
Defect Card Raised

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: 54-11-00-760-801

Operator Code: 54-11-00-760-801-01

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.: **54.080**

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
------	------	-----------------------

**>54-11-00-760-801- CHECK OF THE ENGINE COWLING ELECTRICAL BONDING
01**

REMARKS : _____

AMM 54-11-00-760-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 54-11-00-760-801

CHECK OF THE ENGINE COWLING ELECTRICAL BONDING

1. OVERVIEW OF THE JOB

Operation code: 54-11-00-760-801-01

NOTE: Two operators are required to perform this operation.

2. LOGISTICS

A. References

Reference

• [54-11-01-900-802](#)

• [54-11-09-900-801](#)

Designation

REMOVAL / INSTALLATION OF THE ENGINE 1 AND 3 UPPER AND LOWER COWLINGS

REMOVAL / INSTALLATION OF THE ENGINE 2 COWLINGS

B. Tools and Ground Support Equipment

Reference

• [F7XC202000008](#)

• [TO-20-510](#)

• [TO-10-846](#)

Designation

TOOL BOX

MILLIOHMMETER

MAINTENANCE LADDER

Quantity

C. Ingredients and Consumable Products

Designation

• [ALODINE](#)

• [HOT SECTION SEALANT](#)

• [RESIN ECCOBOND 57](#)

• [WASH PRIMER](#)

• [ANTI-CORROSION PRIMER](#)

• [TOP COAT PU66](#)

• [SCOTCH BRITE](#)

• [CLEANER](#)

• [ADHESIVE TAPE 5F](#)

• [WATER ABRASIVE PAPER](#)

Additional designation

P99

PAC 33

MIL-A-9162

MULTIPURPOSE

D. Additional Spare Parts

Reference

• [FGFB581256221D2](#)

• [FGFB581256223D2](#)

• [FGFB583200017A3](#)

• [21218TB32](#)

Designation

PLATE, CONDUCTOR

PLATE, CONDUCTOR

PLATE, BONDING

RIVET

Quantity

Not in IPC

E. Access

Reference

• [311AR](#)

Designation

ELECTRICAL GPU COUPLING DOOR

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. **CHECKS**

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

NOTE 1: On A/C without SB F900EX-143 , the engine cowlings feature bonding plates.

On A/C with SB F900EX-143 , engine cowling bonding is ensured as follows:

- engines 1 and 3 cowlings feature bonding plates,
- engine 2 cowlings feature single-piece long bonding strips.

NOTE 2: The engine protection against lightning is increased by tin lining the inner side of the cowlings to improve electrical bonding continuity with the surrounding structure.

A. Checks with cowlings on aircraft.

NOTE: Perform the checks with cowlings closed.

Perform bonding measurements between each engine cowling (engine 1/ 3 and 2 cowlings) and the aircraft.

(1) Make sure to place:

- the milliohmmeter positive probe on the venting louvers, drain mast, or locking hook attachment,
- the negative probe on terminal (-) of the ground power receptacle (**1PG**), (**311AR**).

(2) Record the bonding value.

This value should be: $R \leq 200 \text{ m}\Omega$.

(3) If this check is successful, do not perform the checks with cowlings removed.

(4) If this check fails, perform the checks with cowlings removed (see Para. "Checks with cowlings removed from aircraft and installed on workbench").

B. Checks with cowlings removed from aircraft and installed on workbench.

(1) Remove the cowlings from engine 1 and 3, and from engine 2 (Refer to **TASK 54-11-01-900-802**) and (Refer to **TASK 54-11-09-900-801**).

(2) Thoroughly check the electrical bonding plates for aspect, condition, attachment, and adherence.

Clean with **cleaner** the surface of each bonding plate using **scotch brite**.

On each bonding plate, check that there is a corresponding spring contact blade mark.

If pierced at the contact mark, replace the bonding plate and reshape the corresponding spring contact blade so it does not press too much the plate.

(3) Replace poor-condition bonding plates (see Para. "Replacement of electrical bonding plates").

(4) On A/C with SB F900EX-143 , thoroughly check engine 2 cowling bonding strips for aspect, condition, attachment, adherence.

Check each bonding strip for corresponding spring contact blade marks.

Using **scotch brite** clean bonding strip areas against which the spring contact blades apply.

(5) Check the lateral spring contact blades located near the air intake and rear cowling.

Check for condition, cleanliness, absence of cracks, elasticity.

Clean the surface of each spring contact blade with **scotch brite**.

(6) Measure the electrical continuity on engine cowlings.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (a) Engine 1, 3 and 2 cowlings featuring bonding plates
 - 1 Taking a bonding plate at the front of the cowling as a reference, measure the resistance between the reference plate and every other plate.
 - 2 Select a reference plate at the rear of the cowling and repeat the measurements.
The maximum admissible value is 200 mΩ.
Record the measured values.
NOTE: If the measured values are out of tolerance, replace the defective bonding plates.
- (b) Engine 2 cowlings featuring long single-piece bonding strips (A/C with SB F900EX-143)
 - 1 Measure the electrical resistance between each bonding strip (at the protection reserve located at each spring contact blade) and the upper ventilation louver.
The maximum admissible value is 200 mΩ.
Record measured values.
- (7) Reinstall and close the engine 1, 3 and 2 cowlings (Refer to **TASK 54-11-01-900-802**) and (Refer to **TASK 54-11-09-900-801**).
- (8) Repeat the checks with cowlings closed (see paragraph 3.A. "Checks with cowlings on aircraft").

4. REPLACEMENT OF ELECTRICAL BONDING PLATES

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

A. Replacement of the engine 1 and 3 cowling electrical bonding plates

The electrical bonding plates are secured on engine 1 and 3 cowlings with rivets.

- (1) Remove the rivets securing the electrical bonding plate on the engine cowling to remove the electrical bonding plate.
- (2) Using **cleaner** clean the tin lining surface which is to accommodate the new electrical bonding plate.
- (3) Protect the electrical bonding plate surface coming into contact with the engine cowling, using **alodine**.
- (4) Rivet the electrical bonding plate, (see SRM, (Refer to **SRM 51-40-04**)).
- (5) Apply a **hot section sealant** bead around the edge of the electrical bonding plate.
- (6) Measure the electrical continuity between repaired bonding plates and a reference plate located at the front or the rear of the cowling.
The maximum admissible value is 200 milliohms.

B. Replacement of engine 2 cowling electrical bonding plates (A/C without SB F900EX-143)

- (1) Using **cleaner**, thoroughly degrease a large area around the separating plate.
NOTE: It is essential to remove all traces of grease to ensure long term adherence.
- (2) Remove the defective bonding plate by lifting one of its corners with a metal blade.
NOTE: Disengage the plate with care to avoid damaging the tin lining to which the strip is bonded.
- (3) The bonding plate may separate in any of the three following manners:
 - separation of plate from conductive adhesive (1st case),
 - separation of conductive adhesive from tin lining (2nd case),

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- separation of conductive adhesive from tin lining damaged in the process (3rd case).
- (4) Installation of a bonding plate on original conductive adhesive (to correct 1st case of separation)
- (a) Preparation of bonding surface
- Remove surface roughness (beads of adhesive around the separated plate) by scraping with a metal blade.
NOTE: Take all required precautions to avoid damaging the tin lining.
 - Rub the entire bonding surface with **water abrasive paper** (80-grit) until partially uncovering the tin lining (shiny clear gray color).
NOTE: The tin lining will not show even. Avoid damaging it by sanding too much.
 - Degrease the plate with a cloth moistened with **cleaner**.
- (b) Using **adhesive tape 5F**, delineate the bonding surface corresponding to the plate surface + 2 mm (0.08 in.) all round.
- (c) Degrease the strip with a cloth moistened with **cleaner**.
- (d) Prepare a mixture consisting of an equal volume of the two components of **resin ECCOBOND 57**.
- NOTE: The **resin ECCOBOND 57** may be thinned down in the proportion of 1.8 g (0.06 oz) **cleaner** for 26 g (0.92 oz) adhesive. The adhesive is to be applied 15 minutes after thinning. The curing time of the mixture is 36 hours at 25°C (77°F).
- (e) Apply the adhesive to the cowl surface receiving the bonding plate. Apply the plate and spread the adhesive to the periphery of the plate by tightening the assembly in a clamp which is to be left in place until the adhesive is completely cured (8 hours mini at 25°C (77°F) with unthinned adhesive).
- (f) Allow the adhesive to cure, and then apply a bead of **hot section sealant** to the periphery of the plate.
- (g) Measure the continuity between repaired bonding plates and a reference plate located at the front or the rear of the cowl.
- The maximum admissible value is 200 milliohms.
- (5) Installation of a bonding plate onto the tin lining (to correct 2nd case)
Installation principle and method are identical to preceding case (see 1st case of separation).
- (6) Installation of a bonding plate onto damaged tin lining (to correct 3rd case)
- NOTE: This procedure applies if the tin lining is damaged over an area less than or equal to 10 mm (0.4 in.) around the bonding plate. If otherwise, send the cowl to a specialized workshop.
- (a) Preparation of bonding surface
- The bonding surface includes the bonding plate area plus 10 mm (0.4 in.) around it.
- Using a metal blade, scrape off surface roughness and paint, up to 10 mm (0.4 in.) from the plate bonding surface.
 - Rub the entire bonding surface with **water abrasive paper** (80-grit) until partially uncovering the tin lining (shiny clear gray color).
NOTE: The tin lining will not show even. Avoid damaging it by sanding too much.
 - Clean the bonding surface with a cloth moistened with **cleaner**.
- (b) Degrease the plate with a cloth moistened with **cleaner**.
-

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (c) Prepare a mixture consisting of an equal volume of the two components of **resin ECCOBOND 57**.

NOTE: The **resin ECCOBOND 57** may be thinned down in the proportion of 1.8 g (0.06 oz) **cleaner** for 26 g (0.92 oz) adhesive, which is to be applied 15 minutes after thinning. The curing time is 36 hours at 25°C (77°F).

- (d) Apply the adhesive to the cowling surface receiving the plate plus 10 mm (0.4 in.) around it. Apply the bonding plate and spread the adhesive to the periphery of the plate by tightening the assembly in a clamp which is to be left in place until the adhesive is completely cured (8 hours mini at 25°C (77°F) with unthinned adhesive).
- (e) Allow the adhesive to cure, and then apply a bead of **hot section sealant** to the periphery of the plate.
- (f) Apply a complete coat of **top coat PU66 wash primer** + **anti-corrosion primer** (Refer to **TASK 20-60-00-370-803**) to the periphery of the plate.
- (g) Measure the continuity between repaired bonding plates and a reference plate located at the front or the rear of the cowling.
- The maximum admissible value is 200 milliohms.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

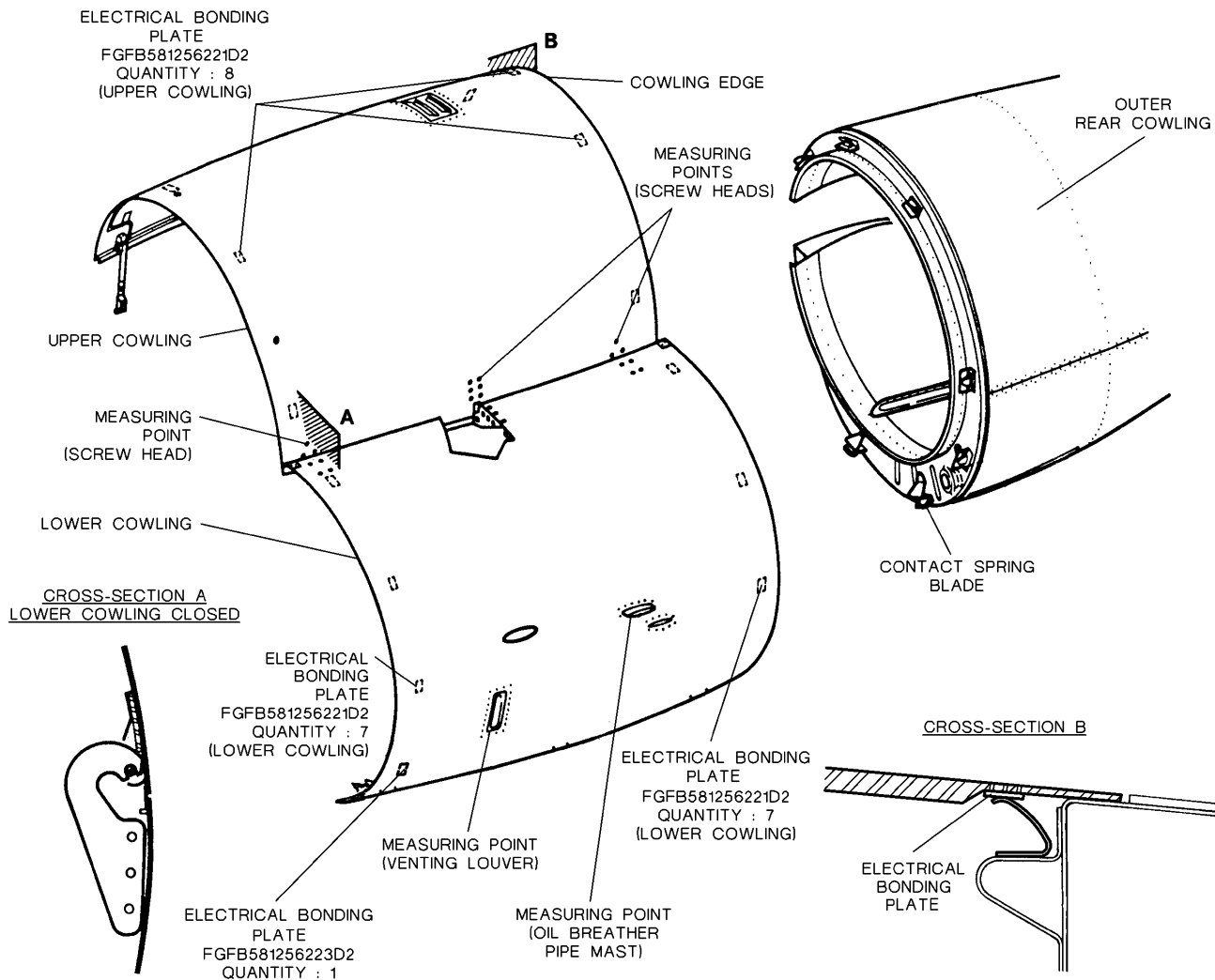


Figure 1: Check/Measurement of Engine 1 and 3 Cowling Electrical Bonding

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

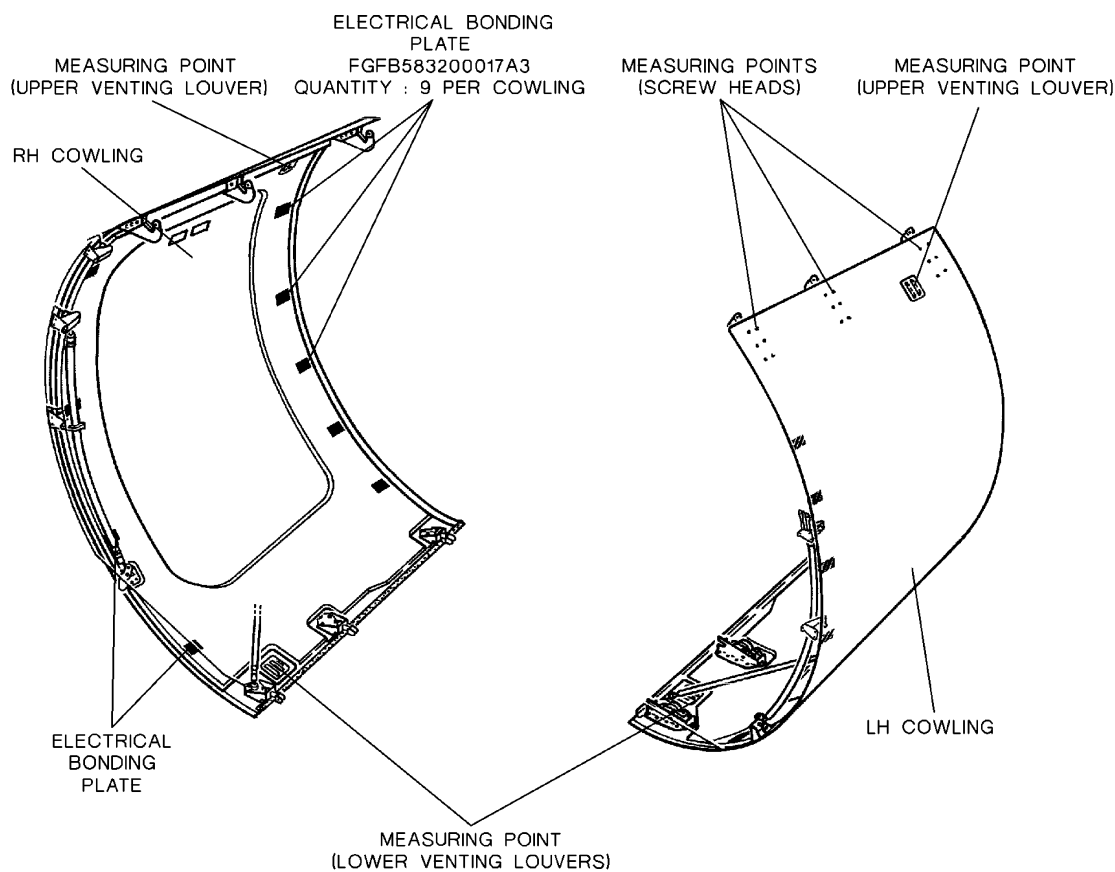


Figure 2: Check/Measurement of Engine 2 Cowling Electrical Bonding (A/C WITHOUT SB F900EX-143)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

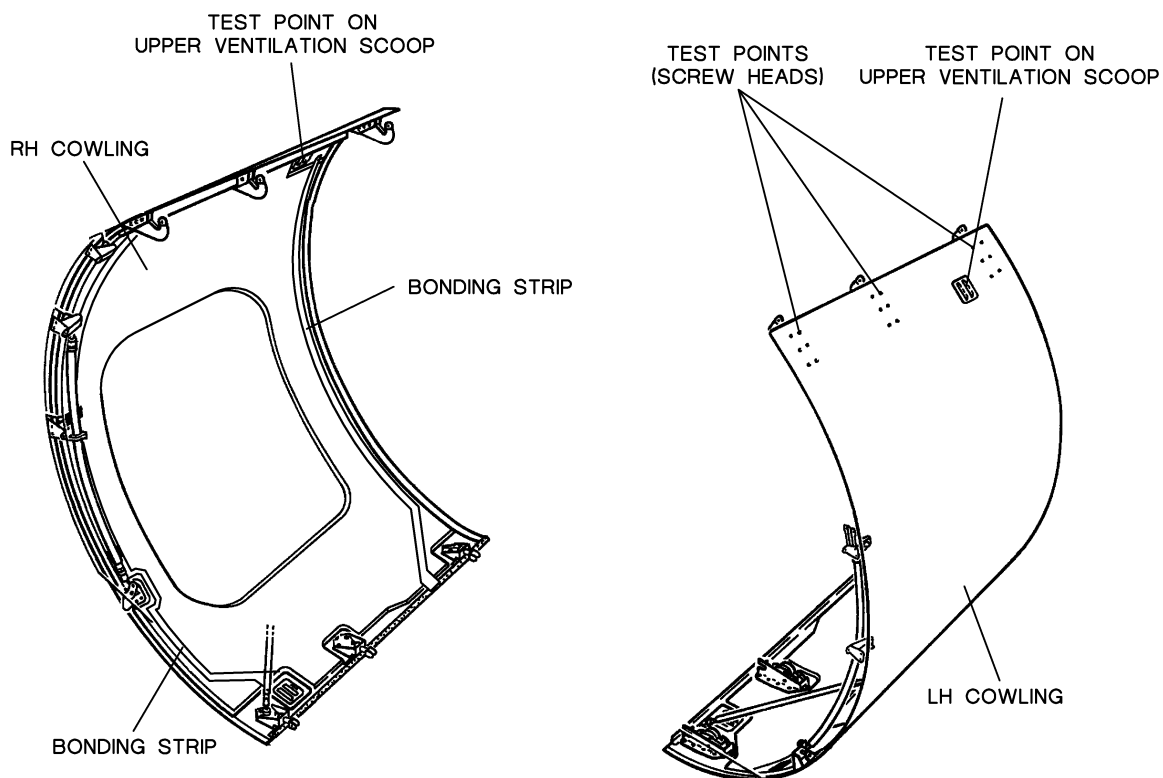


Figure 3: Check/Measurement of Engine 2 Cowling Electrical Bonding (A/C WITH SB F900EX-143)

Project No: **BDHRN002**Job Card No **0041**

Notif.No.: 10049043

Activity: **1001**

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: **CLN RH X-feed Unit**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: -

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 100**Access Required for this task:**

160AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069335 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.

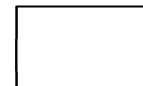
Defect Card Raised

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: 28-21-29-100-801

Operator Code: 28-21-29-100-801-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Work Card No.: **28-21-29-100-801-02**

PKG # 2 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>**28-21-29-100-801-02** ☐ **CLEANING OF THE RH CROSSFEED UNIT FILTER**

REMARKS :

NOTE: DUE EVERY 2A INSP (800H/16M) AND ALSO AT 25-75 AND 100-150 HOURS FOLLOWING
AMM 28-21-29-100-801 DELIVERY OR C INSPECTION AND MORE OFTEN IF NECESSARY.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 28-21-29-100-801

CLEANING OF THE CROSSFEED UNIT FILTERS AND BOOSTER PUMP 2 UNIT FILTER

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • 28-21-29-100-801-01 • 28-21-29-100-801-02 • 28-21-29-100-801-03 | <p>LH crossfeed unit (<u>L500QA</u>)</p> <p>RH crossfeed unit (<u>R500QA</u>)</p> <p>booster pump 2 unit (<u>500QN</u>)</p> |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|

2. LOGISTICS

A. References

Reference	Designation
• <u>24-00-00-860-801</u>	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• <u>28-00-00-280-801</u>	CHECK FOR NON-CONTAMINATION OF THE FUEL
• <u>28-70-00-860-801</u>	DE-PRESSURIZATION / PRESSURIZATION OF THE FUEL TANKS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• <u>FUEL</u>	

D. Spare Parts

Reference	Designation	Quantity
• <u>AF85-71</u>	TAB-LOCK	6
• <u>R04100X178A21B6</u>	O-RING	3

E. Additional Spare Parts

Reference	Designation	Quantity
• <u>4L88-240</u>	FILTER	2
• <u>4L88-237</u>	FILTER	

F. Energy

- ELECTRICAL

G. Access

Reference	Designation
• <u>PAX</u>	PASSENGER DOOR
• <u>160AB</u>	FUEL EQUIPMENT BAY DOOR

H. Miscellaneous

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- DRAIN CONTAINER (LOCAL PROCUREMENT)
- CIRCUIT BREAKER LOCKOUT (LOCAL PROCUREMENT) (QTY : 5)
- FINE SYNTHETIC-BRISTLE BRUSH (LOCAL PROCUREMENT)
- FEELER GAUGE 6 MM 0.25 IN DIA (LOCAL PROCUREMENT)

3. **PRELIMINARY STEPS**

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

- A. Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- B. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- C. In the cockpit, on the overhead panel, perform the following operations:
 - (1) Check that "XTK" crossfeed selector switch ([23QA](#)) is set to neutral position.
 - (2) Check that "X-BP" 1-3/3-1 crossfeed selector switch ([22QA](#)) is set to closed position (line in vertical position).
- D. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-Energization with the Electrical Ground Power Unit").
- E. Depressurize the fuel tanks (Refer to [TASK 28-70-00-860-801](#), paragraph "Depressurization of fuel tanks").
- F. In the "FUEL" area of center circuit breaker panel ([10PP](#)), disengage the following circuit breakers:
 - (1) In "A1 BUS" area, "BOOST 1" circuit breaker ([L1QN](#)).
 - (2) In "A2 BUS" area, "ST-BY BOOST 2" circuit breaker ([11QN](#)).
 - (3) In "B1 BUS" area, "NORM BOOST 2" circuit breaker ([M1QN](#)) and "X BP 1-3" circuit breaker ([21QA](#)).
 - (4) In "B2 BUS" area, "BOOST 3" circuit breaker ([R1QN](#)).
- G. Install a circuit breaker lockout on the disengaged circuit breakers.
- H. Open door ([160AB](#)).
- I. Set the manual control levers of LH crossfeed unit ([L500QA](#)) and RH crossfeed unit ([R500QA](#)) to position "O" (Open).
- J. Place a drain container under the filter to be removed.

4. **REMOVAL OF LH/RH CROSSFEED UNIT FILTERS AND BOOSTER PUMP 2 UNIT FILTER**

Refer to **fig. 2**

- A. Removal of the filters of LH/RH crossfeed units ([L500QA](#))/([R500QA](#)):
 - (1) Unsafety the four screws (2) securing filter cover (4).

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- (2) Remove the four screws (2).
- (3) Discard the two tab-locks (3).
- (4) Install one of the screws (2) at the middle of filter cover (4) in order to make removal easier.
- (5) Remove filter cover (4).
- (6) Remove filter (5).
- (7) Remove O-ring (7).
- (8) Discard O-ring (7).

B. Removal of the filter of booster pump 2 unit (500QN):

- (1) Unsafety the four screws (2) securing filter cover (4).
- (2) Remove the four screws (2).
- (3) Discard the two tab-locks (3).
- (4) Install one of the screws (2) at the middle of filter cover (4) in order to make removal easier.
- (5) Remove filter cover (4).
- (6) Remove sleeve (6).
- (7) Remove filter (5).

NOTE: If the valve stays open after removal of filter (5), reinstall filter (5) in its housing several times in order to cause the valve to close.

- (8) Remove O-ring (7).
- (9) Discard O-ring (7).

5. INSPECTION - CLEANING OF LH/RH CROSSFEED UNIT FILTERS AND BOOSTER PUMP 2 UNIT FILTER

A. Check cleanliness of filter (5):

NOTE: LH and RH crossfeed units (L500QA)/(R500QA) must be equipped with filter (4L88-240).
Booster pump 2 unit (500QN) must be equipped with filter (4L88-237).

- (1) If filter (5) is damaged or totally clogged, replace filter (5) (4L88-240) or (4L88-237).

NOTE: In event of clogging, check whether this results from tank contamination (Refer to **TASK 28-00-00-280-801**).

- (2) If filter (5) is still serviceable, clean filter (5) as follows:
 - (a) Wash filter (5) with **fuel** flowing from inside to outside, to remove dirt.
 - (b) If necessary, brush filter (5) with a fine synthetic-bristle brush.

6. INSPECTION OF THE NON-RETURN VALVES OF LH/RH CROSSFEED UNITS (L500QA)/(R500QA) WHEN TANKS ARE EMPTY

Refer to **fig. 3**

NOTE: This inspection is to be performed only if the tanks are empty.

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- A. Insert a feeler gauge down the bottom of the filter housing.
- B. Carefully actuate non-return valve (1) with the feeler gauge to check whether it is jammed in open or closed position.
- C. Remove the feeler gauge from the filter housing.

7. INSTALLATION OF LH/RH CROSSFEED UNIT FILTERS AND BOOSTER PUMP 2 UNIT FILTER

Refer to **fig. 2**

- A. Lubricate three new O-ring (7) ([R04100X178A21B6](#)) with **fuel**.
- B. Installation of LH/RH crossfeed unit filters:
 - (1) Install O-ring (7) in the groove of filter cover (4).
 - (2) Install a clean or new filter (5) ([4L88-240](#)) on filter cover (4).
 - (3) Install filter cover assembly in LH/RH crossfeed unit ([L500QA](#))/([R500QA](#)).
 - (4) Remove the screw (2) previously installed on filter cover (4).
 - (5) Install two new tab-locks (3) ([AF85-71](#)).
 - (6) Install the four screws (2) on filter cover (4).
 - (7) Tighten the four screws (2).
 - (8) Safety the four screws (2) with the two tab-locks (3).
- C. Installation of Booster Pump 2 unit filter:
 - (1) Install O-ring (7) in the groove of filter cover (4).
 - (2) Install sleeve (6) on filter cover (4).
 - (3) Install a clean or new filter (5) ([4L88-237](#)) on filter cover (4).
 - (4) Install filter cover assembly in booster pump 2 unit ([500QN](#)).
 - (5) Remove the screw (2) previously installed on filter cover (4).
 - (6) Install two new tab-locks (3) ([AF85-71](#)).
 - (7) Install the four screws (2) on filter cover (4).
 - (8) Tighten the four screws (2).
 - (9) Safety the four screws (2) with the two tab-locks (3).

8. FINAL STEPS

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

- A. Remove the drain container.
- B. Through door ([160AB](#)), set the manual control levers of LH crossfeed unit ([L500QA](#)) and RH crossfeed unit ([R500QA](#)) to position "C" (Closed).

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- C. Remove the circuit breaker lockout from the disengaged circuit breakers.
- D. In the "FUEL" area of center circuit breaker panel (**10PP**), engage the following circuit breakers:
 - (1) In "A1 BUS" area, "BOOST 1" circuit breaker (**L1QN**).
 - (2) In "A2 BUS" area, "ST-BY BOOST 2" circuit breaker (**11QN**).
 - (3) In "B1 BUS" area, "NORM BOOST 2" circuit breaker (**M1QN**) and "X BP 1-3" circuit breaker (**21QA**).
 - (4) In "B2 BUS" area, "BOOST 3" circuit breaker (**R1QN**).
- E. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- F. In the cockpit, on overhead panel, perform the following steps:
 - (1) Set LH "BOOSTER" switch (**L4QN**) to on position (switch raised).
On warning panel (**2WW**), check that "FUEL 1" light (**2WW24**) is extinguished.
 - (2) Set RH "BOOSTER" switch (**R4QN**) to on position (switch raised).
On warning panel (**2WW**), check that "FUEL 3" light (**2WW26**) is extinguished.
 - (3) Set center "BOOSTER" switch (**M4QN**) to "NORM" or "ST-BY" position.
On warning panel (**2WW**), check that "FUEL 2" light (**2WW25**) is extinguished.
- G. Through door (**160AB**), check that there are no leaks at filter covers (4) of LH crossfeed unit (**L500QA**), RH crossfeed unit (**R500QA**) and booster pump 2 unit (**500QN**).
- H. In the cockpit, on overhead panel, perform the following steps:
 - (1) set LH "BOOSTER" switch (**L4QN**) and RH "BOOSTER" switch (**R4QN**) to off position (switch lowered).
 - (2) set center "BOOSTER" switch (**M4QN**) to "OFF" position.
- I. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-Energization with the Electrical Ground Power Unit").
- J. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").
- K. Make sure that the work area is clean and clear of tools or other items.
- L. Close door (**160AB**).

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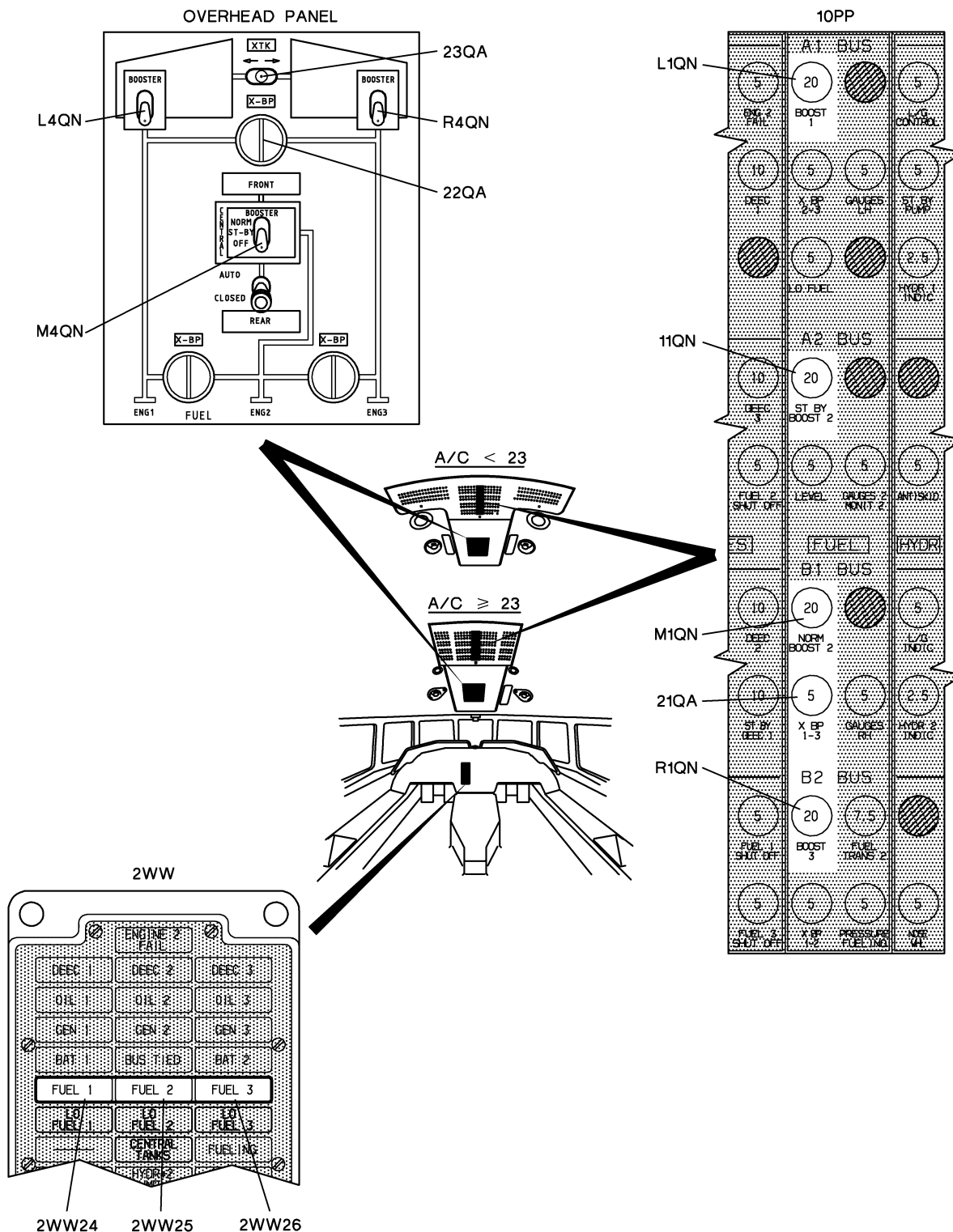


Figure 1: Cockpit Controls and Indications

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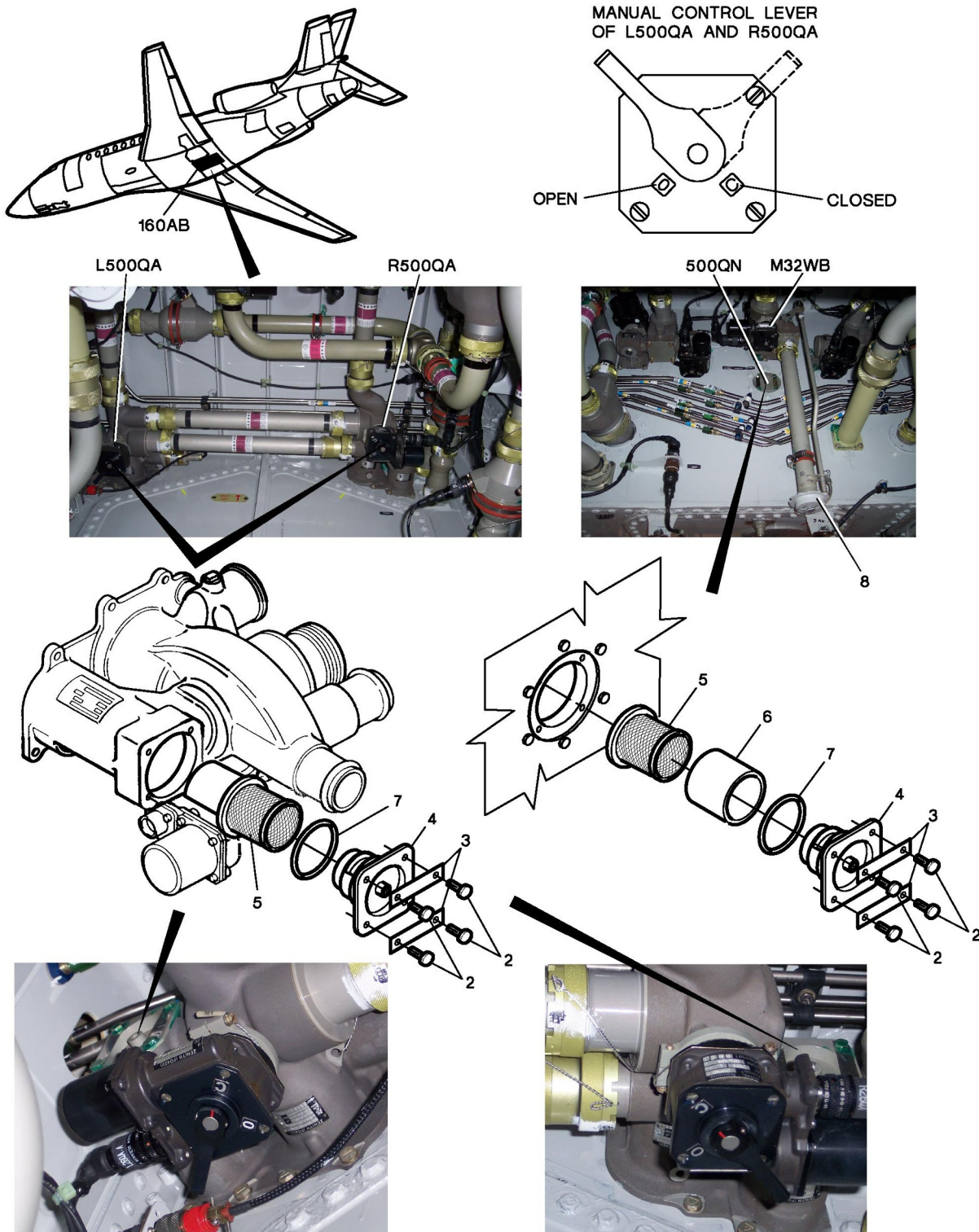


Figure 2: Location of Fuel Filters

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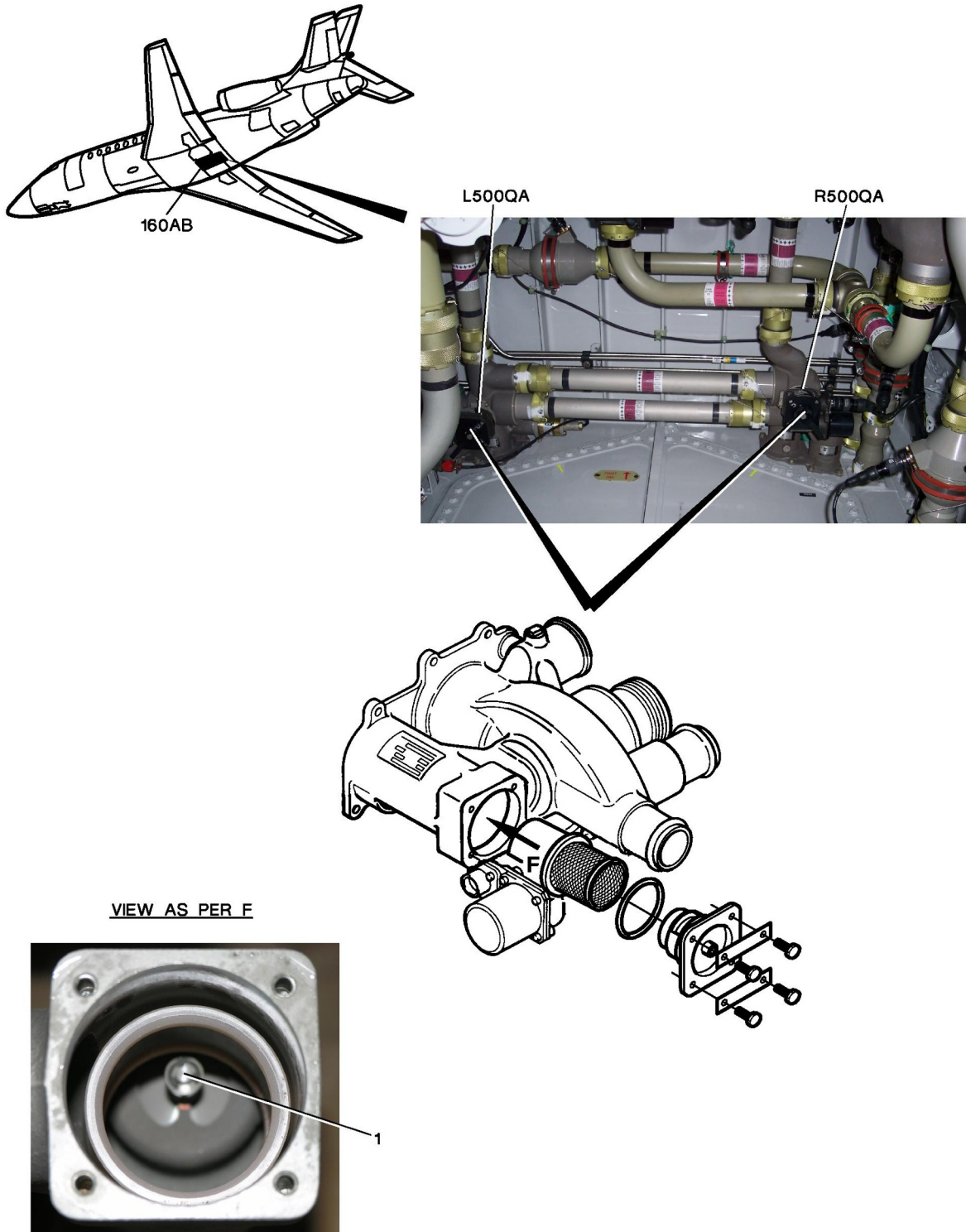


Figure 3: Inspection of Non-return Valves

Project No: **BDHRN002**Job Card No **0042**

Notif.No.: 10049028

Activity: **1001**

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: Drain & Refill Turbocooler Oil (504hn)

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 21

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 100**Access Required for this task:**

194AR,194ER

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069249 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: 21-52-05-610-801-02

Operator Code: 21-52-05-610-801-02

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.: **21.350**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	25-NOV-2012	4410:47					

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

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

21-52-05-900-801-01

TURBOCOOLER

AMM 21-52-05-900-801

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT <input type="checkbox"/> DAMAGED <input type="checkbox"/> UNKNOWN
If removed P/N & S/N information is incorrect please provide details below.					
REMOVED P/N	3269B0202		S/N	280	
INSTALLED P/N			S/N		
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS
	HRS		HRS		
	LDGS		LDGS		
				WARRANTY TIME REMAINING	MOS
					HRS
					LDGS
				TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

21-52-05-350-801-01 RESTORATION TURBOCOOLER (OVERHAUL)

REMARKS : _____

GENERIC NO REF,AMM
21-52-05-350-801

21-52-05-610-801-01 TOP UP TURBOCOOLER OIL

REMARKS : _____

AMM 21-52-05-610-801

>21-52-05-610-801-02 DRAINING AND REFILLING TURBOCOOLER OIL

REMARKS : _____

AMM 21-52-05-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 21-52-05-900-801 REMOVAL / INSTALLATION OF THE TURBOCOOLER

1. OVERVIEW OF THE JOB

Operation code: 21-52-05-900-801-01 turbocooler (**504HN**)

This procedure describes the removal/installation of turbocooler (**504HN**).

At least two operators are required for the removal and installation of the fillet fairing (**194AR**).

At the end of this procedure, a leak check must be performed with the APU running.

NOTE: Three operators are required for this leak check (Refer to **TASK 21-00-00-790-801**).

2. LOGISTICS

A. References

Reference	Designation
• 20-41-00-900-809	REMOVAL / INSTALLATION OF FLEXINOX CLAMPS
• 21-00-00-790-801	LEAK CHECK OF THE AIR CONDITIONING SYSTEM
• 21-52-05-610-801	TURBOCOOLER OIL SERVICING
• 21-52-19-200-801	INSPECTION / CHECK OF THE LP WATER SEPARATOR COMPONENTS
• 53-60-01-900-801	REMOVAL / INSTALLATION OF THE FUSELAGE FAIRINGS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Spare Parts

Reference	Designation	Quantity
• W932-48B	SEAL	4
• W932-40B	SEAL	2
• W932-24B	SEAL	2

D. Additional Spare Parts

Reference	Designation	Quantity
• 33350CA048	LOCKWASHER	2
• 1501100400	FLEXIBLE SLEEVE	

E. Energy

- ELECTRICAL
- PNEUMATIC

F. Access

Reference	Designation
• 190BB	REAR LOWER FAIRING
• 194AR	LOWER UNDER-PYLON FAIRING

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Remove fillet fairing (**194AR**) (Refer to **TASK 53-60-01-900-801**) and door (**190BB**).
- B. Drain turbocooler (**504HN**) (Refer to **TASK 21-52-05-610-801**).

4. REMOVAL

Refer to **fig. 1**

- A. Remove the four WIGGINS couplings and discard the eight seals (Refer to **TASK 20-41-00-900-803**):
 - the compressor inlet coupling (1) and outlet coupling (2),
 - the turbine inlet coupling (3) and the heating coupling (4).
- B. Remove the two FLEXINOX clamps (7) (Refer to **TASK 20-41-00-900-809**).
- C. Remove the two tie-bolts (8), without disassembling their half-brackets (9).
- D. Remove the flexible sleeve (10).
- E. Remove the attaching hardware securing turbocooler (**504HN**) to the aircraft:
 - the four self-locking nuts (12),
 - the four screws (14) and washers (13).

CAUTION: TO PREVENT OIL LEAKS, THE TURBOCOOLER MUST BE CARRIED AND STORED IN THE HORIZONTAL POSITION.

- F. Disengage turbocooler (**504HN**) from its support and remove it.
- G. Store turbocooler (**504HN**) in its normal operating position, with the filler plug upwards.

5. PREPARATION BEFORE INSTALLATION

Refer to **fig. 1**

- A. Check that the flexible sleeve (10) is in good condition.
- B. Replace the flexible sleeve (10) (**1501100400**), if defective.

CAUTION: AN INCORRECT INSTALLATION OF THE WATER SEPARATOR MAY CAUSE A CABIN DEPRESSURIZATION OR A MALFUNCTION OF THE TURBINE ANTI-ICING VALVE.

- C. Make sure that the LP water separator is correctly installed (Refer to **TASK 21-52-19-200-801**, paragraph "Preparation Before Installation").

6. INSTALLATION

Refer to **fig. 1**

CAUTION: TO PREVENT OIL LEAKS, THE TURBOCOOLER MUST BE CARRIED IN THE HORIZONTAL POSITION.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

CAUTION: AN INCORRECT INSTALLATION OF THE FLEXIBLE SLEEVE MAY CAUSE A CABIN DEPRESSURIZATION OR A MALFUNCTION OF THE TURBINE ANTI-ICING VALVE.

- A. Slip the flexible sleeve (10) over the turbocooler turbine outlet end-fitting (15).
- B. Position turbocooler (**504HN**) on the aircraft, and install the attaching hardware:
 - the four screws (14) and washers (13),
 - the four self-locking nuts (12).

- C. Move the flexible sleeve (10) back towards the LP water separator (**506HN**).

NOTE: The sleeve-end beads (22) of the flexible sleeve (10) must abut on the end-fitting beads (23).

- D. Install the two tie-bolts (8).
- E. Install the two FLEXINOX clamps (7) on the half-brackets (9) (Refer to **TASK 20-41-00-900-809**).
- F. Install the eight new seals as follows:
 - (1) Four new seals (**W932-48B**) on couplings (2) and (1),
 - (2) Two new seals (**W932-40B**) on coupling (3).
 - (3) Two new seals (**W932-24B**) on coupling (4).
- G. Install the four WIGGINS couplings of the turbocooler (Refer to **TASK 20-41-00-900-803**):
 - the heating coupling (4) and the turbine inlet coupling (3),
 - the compressor outlet coupling (2) and inlet coupling (1).

7. ADJUSTMENT OF TIE-BOLTS (8) (IF NECESSARY):

Refer to **fig. 2**

NOTE: The two tie-bolts (8) must be adjusted with the same accuracy. Length adjustment may be necessary if the LP water separator, the supports of LP water separator or the drain line (1) have been replaced.

- A. Unsafety the adjustment nuts (1) and (3) of the tie-bolt (8).
- B. Remove nut (1) with its lockwasher (2).
- C. Remove the half-bracket (4) with the lockwasher (2) of the second nut (3).
- D. Discard the two lockwashers (2).
- E. Slightly unscrew nut (3).
- F. Install the half-bracket (5) on the tie-bolt (8), with its two nuts (3) and (1) and two new lockwashers (2) (**33350CA048**).
- G. Install the two half-brackets (5) and (4) on the flexible sleeve (10).
- H. Install the two FLEXINOX clamps (7) (Refer to **TASK 20-41-00-900-809**).

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- I. Screw the nut (3) until it comes into contact with the half-bracket (5).
- J. Screw the nut (1) until it comes into contact with the half-bracket (5).
- K. Tighten the two nuts (1) and (3) together.
- L. Safety the two nuts (1) and (3) with the lockwashers (2).

CAUTION: AN INCORRECT INSTALLATION OF THE FLEXIBLE SLEEVE MAY CAUSE A CABIN DEPRESSURIZATION OR A MALFUNCTION OF THE TURBINE ANTI-ICING VALVE.

- M. Make sure that the flexible sleeve (10) is in correct position.

NOTE: The sleeve-end beads (22) of the flexible sleeve (10) must abut on the end-fitting beads (23).

8. FINAL STEPS

Refer to **fig. 1**

- A. Fill turbocooler (**504HN**) (Refer to **TASK 21-52-05-610-801**).
- B. Check for leaks at the turbocooler (Refer to **TASK 21-00-00-790-801**).
- C. Install fillet fairing (**194AR**) (Refer to **TASK 53-60-01-900-801**) and door (**190BB**).

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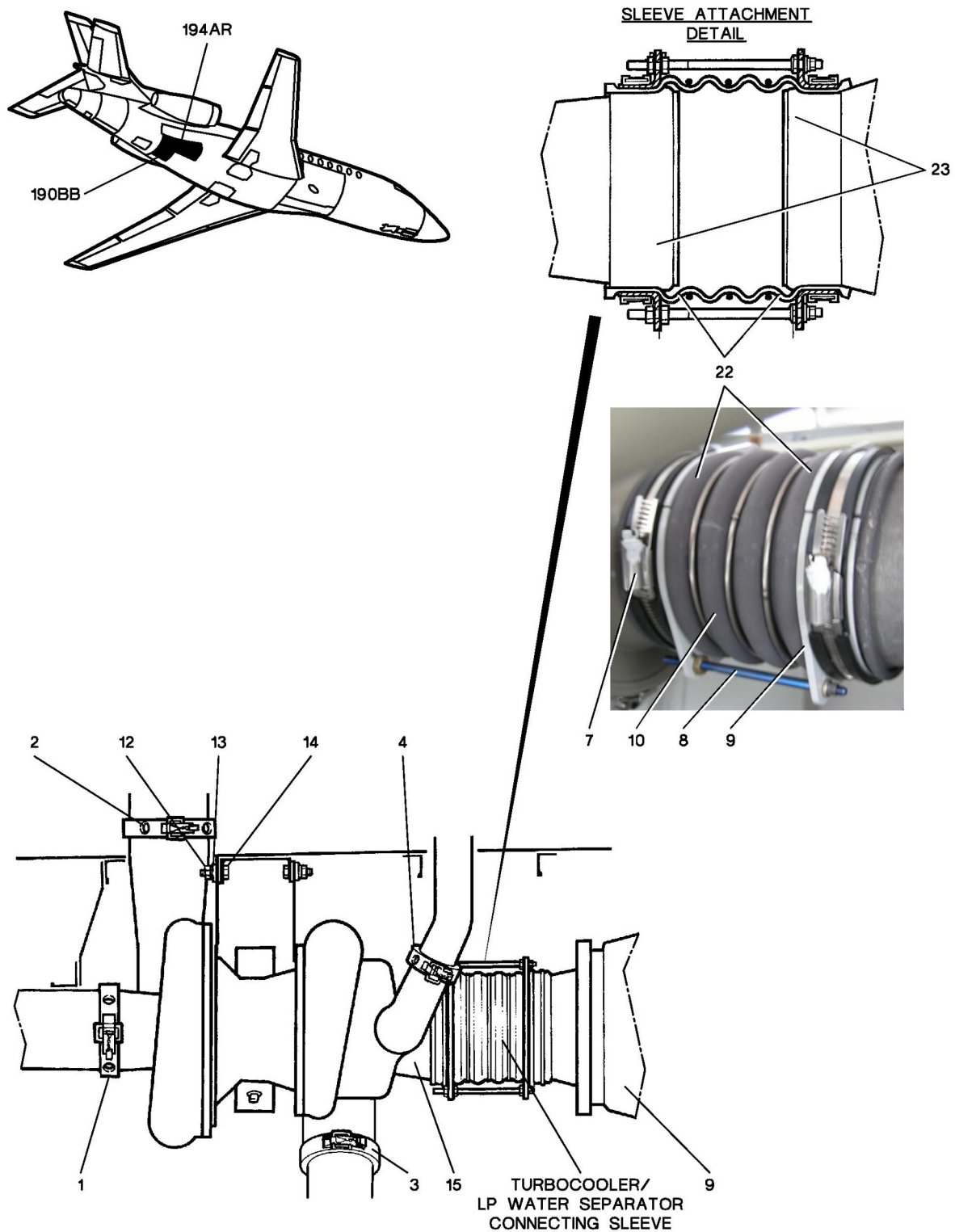


Figure 1: REMOVAL/INSTALLATION OF TURBOCOOLER

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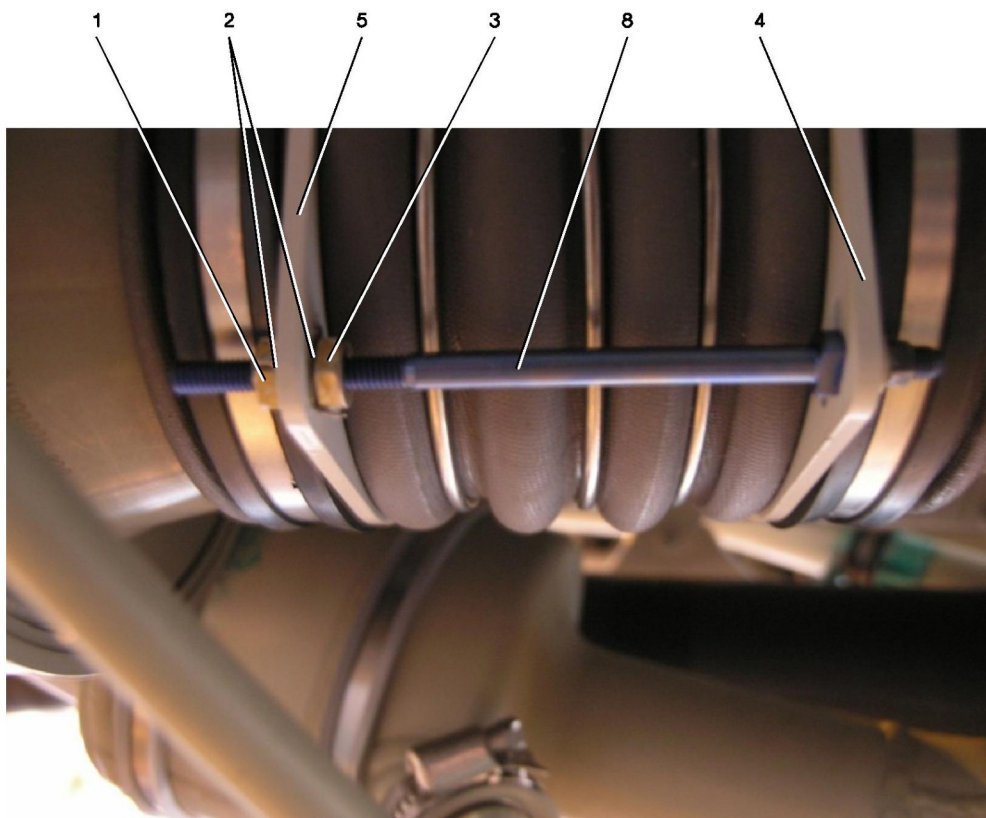


Figure 2: ADJUSTMENT OF TIE-BOLTS (8)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 21-52-05-350-801 RESTORATION OF THE TURBOCOOLER (OVERHAUL)

1. OVERVIEW OF THE JOB

Operation code: 21-52-05-350-801-01 turbocooler (**504HN**)

This task **consists** in an overhaul of the turbocooler (**504HN**)

It must be performed by an authorized Repair Agent.

For Removal/Installation of the turbocooler (**504HN**), refer to the AMM (Refer to **TASK 21-52-05-900-801**).

2. LOGISTICS

A. References

Reference

- **21-52-05-900-801**

Designation

REMOVAL / INSTALLATION OF THE TURBOCOOLER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 21-52-05-610-801 TURBOCOOLER OIL SERVICING

1. OVERVIEW OF THE JOB

Operation codes:

- 21-52-05-610-801-01 turbocooler (504HN) oil top-up
- 21-52-05-610-801-02 turbocooler (504HN) oil draining and refilling

This procedure is to be used to:

- check the turbocooler oil level and top it up if necessary (refer to paragraph "Oil Servicing"), or
- perform a full replacement of the turbocooler oil (refer to paragraphs "Oil Draining", then "Oil Refilling").

2. LOGISTICS

A. References

Reference	Designation
• 21-52-05-900-801	REMOVAL / INSTALLATION OF THE TURBOCOOLER
• 53-60-01-900-801	REMOVAL / INSTALLATION OF THE FUSELAGE FAIRINGS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• LOCKWIRE	MS20995C32
• TURBOCOOLER OIL	
• HIGH TEMPERATURE LUBRICANT MIL-PRF-907	

D. Spare Parts

Reference	Designation	Quantity
• LAMJETDN12P	SEAL	

E. Additional Spare Parts

Reference	Designation	Quantity
• R00570X190A60C7	PACKING,PREFORMED	

F. Access

Reference	Designation
• 194AR	LOWER UNDER-PYLON FAIRING
• 194ER	TURBO-COOLER OIL SERVICING ACCESS DOOR

G. Miscellaneous

- GRADUATED CONTAINER, MINIMUM CAPACITY 250 CC (8.45 OZ) (LOCAL PROCUREMENT)
- FUNNEL (LOCAL PROCUREMENT)

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- LINT-FREE CLOTH (LOCAL PROCUREMENT)

3. **OIL TOP-UP**

Refer to **fig. 1**

- A. Open the door (**194ER**).
- B. Wipe off the oil seepage, (if any), on the turbocooler with a cloth.

NOTE: Oil seepage from the weeper hole (1) may occur during normal operation of the turbocooler. In this case, the turbocooler must not be replaced.

- C. Disengage the retaining clip (4) from the oil dipstick (3) and pull it out.
- D. Check the oil level, using the oil dipstick (3).

CAUTION: DO NOT OVERFILL THE TURBOCOOLER (I.E., DO NOT FILL IT BEYOND THE MAXIMUM LEVEL) TO PREVENT LEAKS. CHECK THE OIL LEVEL SEVERAL TIMES DURING FILLING.

- E. Fill the turbocooler with **turbocooler oil** using a funnel, if necessary:
 - (1) Make sure that the funnel is clean and free of foreign matter.
 - (2) Slowly fill the turbocooler up to the maximum level mark, checking the oil level several times during filling to prevent overfilling.
- F. Remove the funnel.
- G. Install the oil dipstick (3) and the retaining clip (4).
- H. Close the door (**194ER**).

4. **OIL DRAINING**

Refer to **fig. 1**

- A. Remove the panel (**194AR**) (Refer to **TASK 53-60-01-900-801**).
- B. Disengage the retaining clip (4) from the oil dipstick (3) and pull it out.
- C. Place a graduated container under the turbocooler drain plug (2).
- D. Unsafety and remove the drain plug (2). Discard the seal.
- E. Let the oil drain into the graduated container until draining is completed.
- F. Apply a light coat of **high temperature lubricant MIL-PRF-907** to the thread of the drain plug (2).
- G. Install the drain plug (2), fitted with a new seal (**LAMJETDN12P**).
- H. Tighten the drain plug (2) to a torque of 1.5 m.daN (11 lb.ft).

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- I. Safety the drain plug (2) with **lockwire**.
- J. Install the oil dipstick (3) and the retaining clip (4).

CAUTION: THE TURBOCOOLER OIL CONSUMPTION SHOULD NOT EXCEED 1.04 CC/FH (0.035 OZ/FH). IF THE OIL CONSUMPTION EXCEEDS THIS VALUE, THE TURBOCOOLER MUST BE REPLACED.

- K. Evaluate the oil consumption per flight hour since the last oil top-up:
 - (1) Check the number of flight hours (NFH) since the last oil top-up.
 - (2) Read the quantity of oil (Q2) in the graduated container.
 - (3) Calculate the oil consumption (QC) since the last oil top-up: $QC = Q1 - Q2$.
NOTE: The quantity of oil at maximum level (Q1) is 218.6 CC (7.39 OZ).
 - (4) Calculate the oil consumption per flight hour (QCNFH): $QCNFH = QC : NFH$.
NOTE: Example of calculation:
 - the number of flight hours since the last oil top-up is 115 FH.
 - the quantity of oil in the graduated container (Q2) is 104 CC (3.5 OZ).
 - the oil consumption (QC) since the last oil top-up is $218.6 - 104 = 114.6$ CC (3.87 OZ).
 - the oil consumption per flight hour (QCNFH) since the last top-up is $114.6 : 115 = 0.99$ CC/FH (0.033 OZ/FH).
 - conclusion: the oil consumption per flight hour (QCNFH) is acceptable ($QCNFH < 1.04$ CC/FH (0.035 OZ/FH)).
 - (5) If the oil consumption per flight hour (QCNFH) is above 1.04 CC/FH (0.035 OZ/FH), the turbocooler must be replaced (Refer to **TASK 21-52-05-900-801**).
- L. Dispose of the old oil.

5. OIL REFILLING

Refer to **fig. 1**

- A. Pour 218.6 CC (7.39 OZ) of new **turbocooler oil** into a graduated container.

CAUTION: THE TURBOCOOLER MUST BE INSTALLED BEFORE IT IS REFILLED.

- B. Disengage the retaining clip (4) from the oil dipstick (3) and pull it out.
- C. Fill the turbocooler with **turbocooler oil** using a funnel as follows:
 - (1) Make sure that the funnel is clean and free of foreign matter.
 - (2) Slowly pour the contents of the graduated container into the turbocooler.
 - (3) Wait one minute and check that the oil level is not above the maximum level mark.
 - (4) Remove the funnel.
- D. Check the condition of the dipstick O-ring (5); if damaged, replace it with a new O-ring (**R00570X190A60C7**).

FALCON 900EX

AIRCRAFT MAINTENANCE MANUAL

- E. Install the oil dipstick (3) and the retaining clip (4).
- F. Install the panel (**194AR**) (Refer to **TASK 53-60-01-900-801**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

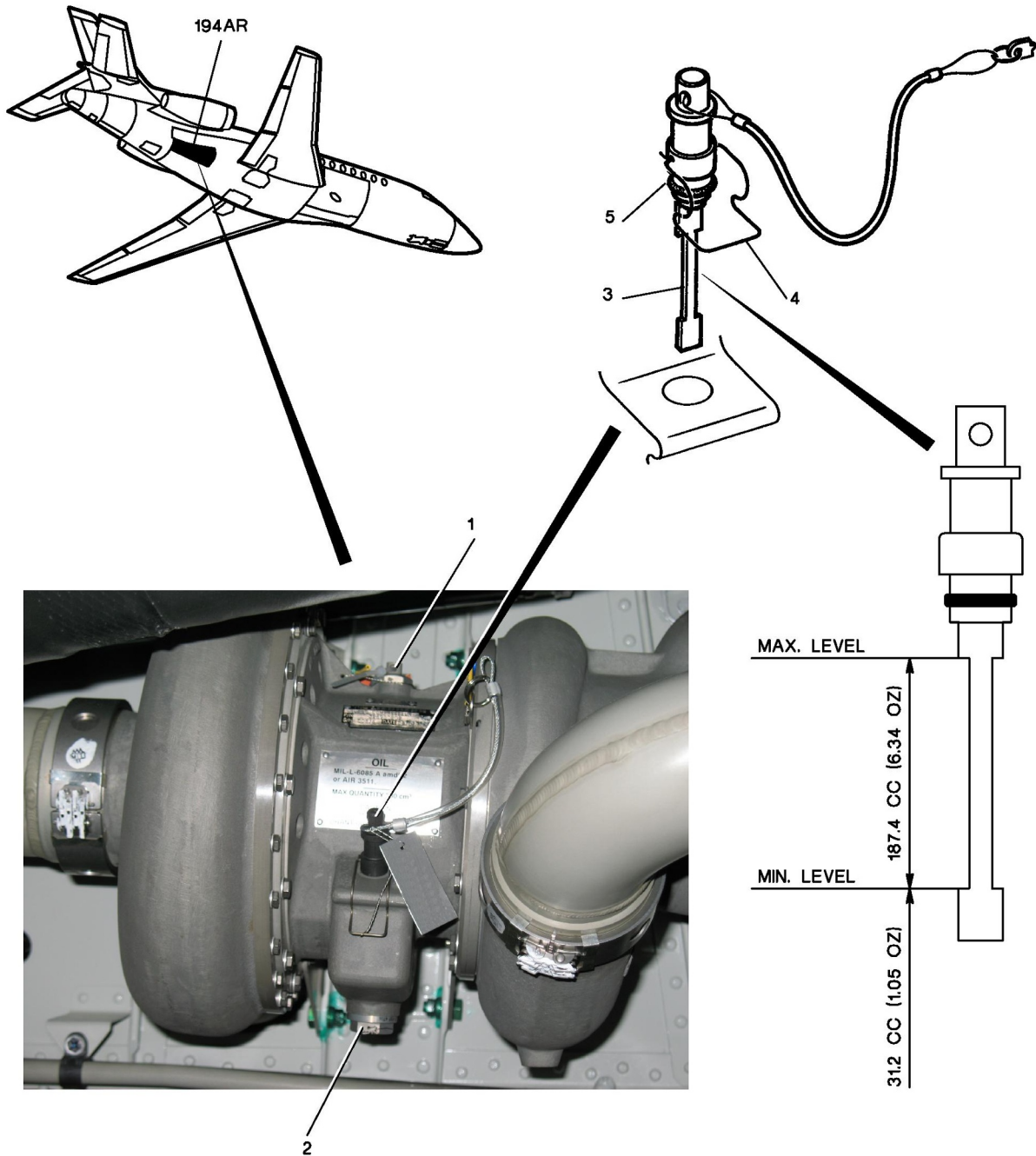


Figure 1: Turbocooler Oil Servicing

Project No: **BDHRN002**Job Card No **0043**

Notif.No.: 10049044

Activity: **1001**

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: **CLN Boost Pump 2 Unit Filter**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 28

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 100**Access Required for this task:**

160AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069336 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: 28-21-29-100-801

Operator Code: 28-21-29-100-801-03

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.: **28-21-29-100-801-03**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>**28-21-29-100-801-03** ☐ **CLEANING OF THE BOOSTER PUMP 2 UNIT FILTER**

REMARKS : _____

NOTE: DUE EVERY 2A INSP (800H/16M) AND ALSO AT 25-75 AND 100-150 HOURS FOLLOWING
AMM 28-21-29-100-801 DELIVERY OR C INSPECTION AND MORE OFTEN IF NECESSARY.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 28-21-29-100-801

CLEANING OF THE CROSSFEED UNIT FILTERS AND BOOSTER PUMP 2 UNIT FILTER

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • 28-21-29-100-801-01 • 28-21-29-100-801-02 • 28-21-29-100-801-03 | <p>LH crossfeed unit (L500QA)</p> <p>RH crossfeed unit (R500QA)</p> <p>booster pump 2 unit (500QN)</p> |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 28-00-00-280-801	CHECK FOR NON-CONTAMINATION OF THE FUEL
• 28-70-00-860-801	DE-PRESSURIZATION / PRESSURIZATION OF THE FUEL TANKS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• FUEL	

D. Spare Parts

Reference	Designation	Quantity
• AF85-71	TAB-LOCK	6
• R04100X178A21B6	O-RING	3

E. Additional Spare Parts

Reference	Designation	Quantity
• 4L88-240	FILTER	2
• 4L88-237	FILTER	

F. Energy

- ELECTRICAL

G. Access

Reference	Designation
• PAX	PASSENGER DOOR
• 160AB	FUEL EQUIPMENT BAY DOOR

H. Miscellaneous

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- DRAIN CONTAINER (LOCAL PROCUREMENT)
- CIRCUIT BREAKER LOCKOUT (LOCAL PROCUREMENT) (QTY : 5)
- FINE SYNTHETIC-BRISTLE BRUSH (LOCAL PROCUREMENT)
- FEELER GAUGE 6 MM 0.25 IN DIA (LOCAL PROCUREMENT)

3. **PRELIMINARY STEPS**

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

- A. Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- B. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- C. In the cockpit, on the overhead panel, perform the following operations:
 - (1) Check that "XTK" crossfeed selector switch ([23QA](#)) is set to neutral position.
 - (2) Check that "X-BP" 1-3/3-1 crossfeed selector switch ([22QA](#)) is set to closed position (line in vertical position).
- D. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-Energization with the Electrical Ground Power Unit").
- E. Depressurize the fuel tanks (Refer to [TASK 28-70-00-860-801](#), paragraph "Depressurization of fuel tanks").
- F. In the "FUEL" area of center circuit breaker panel ([10PP](#)), disengage the following circuit breakers:
 - (1) In "A1 BUS" area, "BOOST 1" circuit breaker ([L1QN](#)).
 - (2) In "A2 BUS" area, "ST-BY BOOST 2" circuit breaker ([11QN](#)).
 - (3) In "B1 BUS" area, "NORM BOOST 2" circuit breaker ([M1QN](#)) and "X BP 1-3" circuit breaker ([21QA](#)).
 - (4) In "B2 BUS" area, "BOOST 3" circuit breaker ([R1QN](#)).
- G. Install a circuit breaker lockout on the disengaged circuit breakers.
- H. Open door ([160AB](#)).
- I. Set the manual control levers of LH crossfeed unit ([L500QA](#)) and RH crossfeed unit ([R500QA](#)) to position "O" (Open).
- J. Place a drain container under the filter to be removed.

4. **REMOVAL OF LH/RH CROSSFEED UNIT FILTERS AND BOOSTER PUMP 2 UNIT FILTER**

Refer to **fig. 2**

- A. Removal of the filters of LH/RH crossfeed units ([L500QA](#))/([R500QA](#)):
 - (1) Unsafety the four screws (2) securing filter cover (4).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (2) Remove the four screws (2).
- (3) Discard the two tab-locks (3).
- (4) Install one of the screws (2) at the middle of filter cover (4) in order to make removal easier.
- (5) Remove filter cover (4).
- (6) Remove filter (5).
- (7) Remove O-ring (7).
- (8) Discard O-ring (7).

B. Removal of the filter of booster pump 2 unit (500QN):

- (1) Unsafety the four screws (2) securing filter cover (4).
- (2) Remove the four screws (2).
- (3) Discard the two tab-locks (3).
- (4) Install one of the screws (2) at the middle of filter cover (4) in order to make removal easier.
- (5) Remove filter cover (4).
- (6) Remove sleeve (6).
- (7) Remove filter (5).

NOTE: If the valve stays open after removal of filter (5), reinstall filter (5) in its housing several times in order to cause the valve to close.

- (8) Remove O-ring (7).
- (9) Discard O-ring (7).

5. INSPECTION - CLEANING OF LH/RH CROSSFEED UNIT FILTERS AND BOOSTER PUMP 2 UNIT FILTER

A. Check cleanliness of filter (5):

NOTE: LH and RH crossfeed units (L500QA)/(R500QA) must be equipped with filter (4L88-240).
Booster pump 2 unit (500QN) must be equipped with filter (4L88-237).

- (1) If filter (5) is damaged or totally clogged, replace filter (5) (4L88-240) or (4L88-237).

NOTE: In event of clogging, check whether this results from tank contamination (Refer to **TASK 28-00-00-280-801**).

- (2) If filter (5) is still serviceable, clean filter (5) as follows:
 - (a) Wash filter (5) with **fuel** flowing from inside to outside, to remove dirt.
 - (b) If necessary, brush filter (5) with a fine synthetic-bristle brush.

6. INSPECTION OF THE NON-RETURN VALVES OF LH/RH CROSSFEED UNITS (L500QA)/(R500QA) WHEN TANKS ARE EMPTY

Refer to **fig. 3**

NOTE: This inspection is to be performed only if the tanks are empty.

Project No: **BDHRN002**Job Card No **0045**

Notif.No.: 10049244

Activity: **1049**

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: **SVC Water Sys**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 38

Work Center	
FALCON A/C	

Zone: 100

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069361 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.

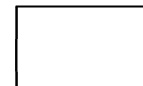
Defect Card Raised

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: 381A04

Operator Code: 381A04

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

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Print No: 1

Project No: **BDHRN002**Job Card No **0046**

Notif.No.: 10049042

Activity: **1001**

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: CLN X-feed & Boost Pump 2 Unit Filter

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 28

Check Type: 2A CHECK

Work Center	
FALCON A/C	

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

160AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069259 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.

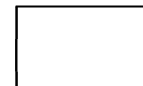
Defect Card Raised

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: 28-21-29-100-801

Operator Code: 28-21-29-100-801-01

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.: **28.310**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>**28-21-29-100-801- 01** ☐ **CLEANING OF THE LH CROSSFEED UNIT FILTER**

REMARKS :

NOTE: DUE EVERY 2A INSP (800H/16M) AND ALSO AT 25-75 AND 100-150 HOURS FOLLOWING
AMM 28-21-29-100-801 DELIVERY OR C INSPECTION AND MORE OFTEN IF NECESSARY.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 28-21-29-100-801

CLEANING OF THE CROSSFEED UNIT FILTERS AND BOOSTER PUMP 2 UNIT FILTER

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|--------------------------------------|
| • 28-21-29-100-801-01 | LH crossfeed unit (<u>L500QA</u>) |
| • 28-21-29-100-801-02 | RH crossfeed unit (<u>R500QA</u>) |
| • 28-21-29-100-801-03 | booster pump 2 unit (<u>500QN</u>) |

2. LOGISTICS

A. References

Reference	Designation
• <u>24-00-00-860-801</u>	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• <u>28-00-00-280-801</u>	CHECK FOR NON-CONTAMINATION OF THE FUEL
• <u>28-70-00-860-801</u>	DE-PRESSURIZATION / PRESSURIZATION OF THE FUEL TANKS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• <u>FUEL</u>	

D. Spare Parts

Reference	Designation	Quantity
• <u>AF85-71</u>	TAB-LOCK	6
• <u>R04100X178A21B6</u>	O-RING	3

E. Additional Spare Parts

Reference	Designation	Quantity
• <u>4L88-240</u>	FILTER	2
• <u>4L88-237</u>	FILTER	

F. Energy

- ELECTRICAL

G. Access

Reference	Designation
• <u>PAX</u>	PASSENGER DOOR
• <u>160AB</u>	FUEL EQUIPMENT BAY DOOR

H. Miscellaneous

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- DRAIN CONTAINER (LOCAL PROCUREMENT)
- CIRCUIT BREAKER LOCKOUT (LOCAL PROCUREMENT) (QTY : 5)
- FINE SYNTHETIC-BRISTLE BRUSH (LOCAL PROCUREMENT)
- FEELER GAUGE 6 MM 0.25 IN DIA (LOCAL PROCUREMENT)

3. **PRELIMINARY STEPS**

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

- A. Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- B. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- C. In the cockpit, on the overhead panel, perform the following operations:
 - (1) Check that "XTK" crossfeed selector switch ([23QA](#)) is set to neutral position.
 - (2) Check that "X-BP" 1-3/3-1 crossfeed selector switch ([22QA](#)) is set to closed position (line in vertical position).
- D. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-Energization with the Electrical Ground Power Unit").
- E. Depressurize the fuel tanks (Refer to [TASK 28-70-00-860-801](#), paragraph "Depressurization of fuel tanks").
- F. In the "FUEL" area of center circuit breaker panel ([10PP](#)), disengage the following circuit breakers:
 - (1) In "A1 BUS" area, "BOOST 1" circuit breaker ([L1QN](#)).
 - (2) In "A2 BUS" area, "ST-BY BOOST 2" circuit breaker ([11QN](#)).
 - (3) In "B1 BUS" area, "NORM BOOST 2" circuit breaker ([M1QN](#)) and "X BP 1-3" circuit breaker ([21QA](#)).
 - (4) In "B2 BUS" area, "BOOST 3" circuit breaker ([R1QN](#)).
- G. Install a circuit breaker lockout on the disengaged circuit breakers.
- H. Open door ([160AB](#)).
- I. Set the manual control levers of LH crossfeed unit ([L500QA](#)) and RH crossfeed unit ([R500QA](#)) to position "O" (Open).
- J. Place a drain container under the filter to be removed.

4. **REMOVAL OF LH/RH CROSSFEED UNIT FILTERS AND BOOSTER PUMP 2 UNIT FILTER**

Refer to **fig. 2**

- A. Removal of the filters of LH/RH crossfeed units ([L500QA](#))/([R500QA](#)):
 - (1) Unsafety the four screws (2) securing filter cover (4).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (2) Remove the four screws (2).
- (3) Discard the two tab-locks (3).
- (4) Install one of the screws (2) at the middle of filter cover (4) in order to make removal easier.
- (5) Remove filter cover (4).
- (6) Remove filter (5).
- (7) Remove O-ring (7).
- (8) Discard O-ring (7).

B. Removal of the filter of booster pump 2 unit (500QN):

- (1) Unsafety the four screws (2) securing filter cover (4).
- (2) Remove the four screws (2).
- (3) Discard the two tab-locks (3).
- (4) Install one of the screws (2) at the middle of filter cover (4) in order to make removal easier.
- (5) Remove filter cover (4).
- (6) Remove sleeve (6).
- (7) Remove filter (5).

NOTE: If the valve stays open after removal of filter (5), reinstall filter (5) in its housing several times in order to cause the valve to close.

- (8) Remove O-ring (7).
- (9) Discard O-ring (7).

5. INSPECTION - CLEANING OF LH/RH CROSSFEED UNIT FILTERS AND BOOSTER PUMP 2 UNIT FILTER

A. Check cleanliness of filter (5):

NOTE: LH and RH crossfeed units (L500QA)/(R500QA) must be equipped with filter (4L88-240).
Booster pump 2 unit (500QN) must be equipped with filter (4L88-237).

- (1) If filter (5) is damaged or totally clogged, replace filter (5) (4L88-240) or (4L88-237).

NOTE: In event of clogging, check whether this results from tank contamination (Refer to **TASK 28-00-00-280-801**).

- (2) If filter (5) is still serviceable, clean filter (5) as follows:
 - (a) Wash filter (5) with **fuel** flowing from inside to outside, to remove dirt.
 - (b) If necessary, brush filter (5) with a fine synthetic-bristle brush.

6. INSPECTION OF THE NON-RETURN VALVES OF LH/RH CROSSFEED UNITS (L500QA)/(R500QA) WHEN TANKS ARE EMPTY

Refer to **fig. 3**

NOTE: This inspection is to be performed only if the tanks are empty.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- A. Insert a feeler gauge down the bottom of the filter housing.
- B. Carefully actuate non-return valve (1) with the feeler gauge to check whether it is jammed in open or closed position.
- C. Remove the feeler gauge from the filter housing.

7. INSTALLATION OF LH/RH CROSSFEED UNIT FILTERS AND BOOSTER PUMP 2 UNIT FILTER

Refer to **fig. 2**

- A. Lubricate three new O-ring (7) ([R04100X178A21B6](#)) with **fuel**.
- B. Installation of LH/RH crossfeed unit filters:
 - (1) Install O-ring (7) in the groove of filter cover (4).
 - (2) Install a clean or new filter (5) ([4L88-240](#)) on filter cover (4).
 - (3) Install filter cover assembly in LH/RH crossfeed unit ([L500QA](#))/([R500QA](#)).
 - (4) Remove the screw (2) previously installed on filter cover (4).
 - (5) Install two new tab-locks (3) ([AF85-71](#)).
 - (6) Install the four screws (2) on filter cover (4).
 - (7) Tighten the four screws (2).
 - (8) Safety the four screws (2) with the two tab-locks (3).
- C. Installation of Booster Pump 2 unit filter:
 - (1) Install O-ring (7) in the groove of filter cover (4).
 - (2) Install sleeve (6) on filter cover (4).
 - (3) Install a clean or new filter (5) ([4L88-237](#)) on filter cover (4).
 - (4) Install filter cover assembly in booster pump 2 unit ([500QN](#)).
 - (5) Remove the screw (2) previously installed on filter cover (4).
 - (6) Install two new tab-locks (3) ([AF85-71](#)).
 - (7) Install the four screws (2) on filter cover (4).
 - (8) Tighten the four screws (2).
 - (9) Safety the four screws (2) with the two tab-locks (3).

8. FINAL STEPS

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

- A. Remove the drain container.
- B. Through door ([160AB](#)), set the manual control levers of LH crossfeed unit ([L500QA](#)) and RH crossfeed unit ([R500QA](#)) to position "C" (Closed).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- C. Remove the circuit breaker lockout from the disengaged circuit breakers.
- D. In the "FUEL" area of center circuit breaker panel (**10PP**), engage the following circuit breakers:
 - (1) In "A1 BUS" area, "BOOST 1" circuit breaker (**L1QN**).
 - (2) In "A2 BUS" area, "ST-BY BOOST 2" circuit breaker (**11QN**).
 - (3) In "B1 BUS" area, "NORM BOOST 2" circuit breaker (**M1QN**) and "X BP 1-3" circuit breaker (**21QA**).
 - (4) In "B2 BUS" area, "BOOST 3" circuit breaker (**R1QN**).
- E. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- F. In the cockpit, on overhead panel, perform the following steps:
 - (1) Set LH "BOOSTER" switch (**L4QN**) to on position (switch raised).
On warning panel (**2WW**), check that "FUEL 1" light (**2WW24**) is extinguished.
 - (2) Set RH "BOOSTER" switch (**R4QN**) to on position (switch raised).
On warning panel (**2WW**), check that "FUEL 3" light (**2WW26**) is extinguished.
 - (3) Set center "BOOSTER" switch (**M4QN**) to "NORM" or "ST-BY" position.
On warning panel (**2WW**), check that "FUEL 2" light (**2WW25**) is extinguished.
- G. Through door (**160AB**), check that there are no leaks at filter covers (4) of LH crossfeed unit (**L500QA**), RH crossfeed unit (**R500QA**) and booster pump 2 unit (**500QN**).
- H. In the cockpit, on overhead panel, perform the following steps:
 - (1) set LH "BOOSTER" switch (**L4QN**) and RH "BOOSTER" switch (**R4QN**) to off position (switch lowered).
 - (2) set center "BOOSTER" switch (**M4QN**) to "OFF" position.
- I. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-Energization with the Electrical Ground Power Unit").
- J. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").
- K. Make sure that the work area is clean and clear of tools or other items.
- L. Close door (**160AB**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

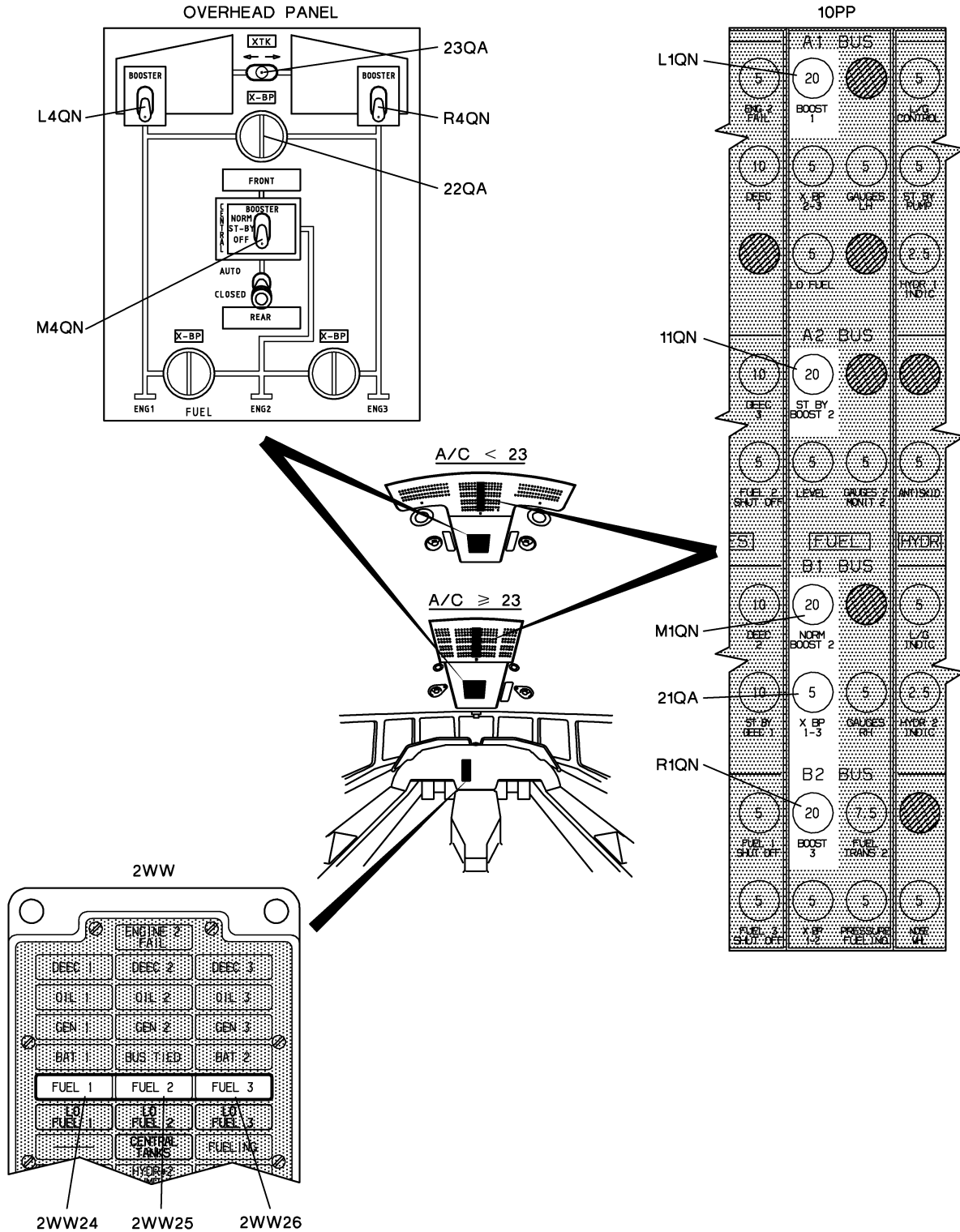


Figure 1: Cockpit Controls and Indications

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

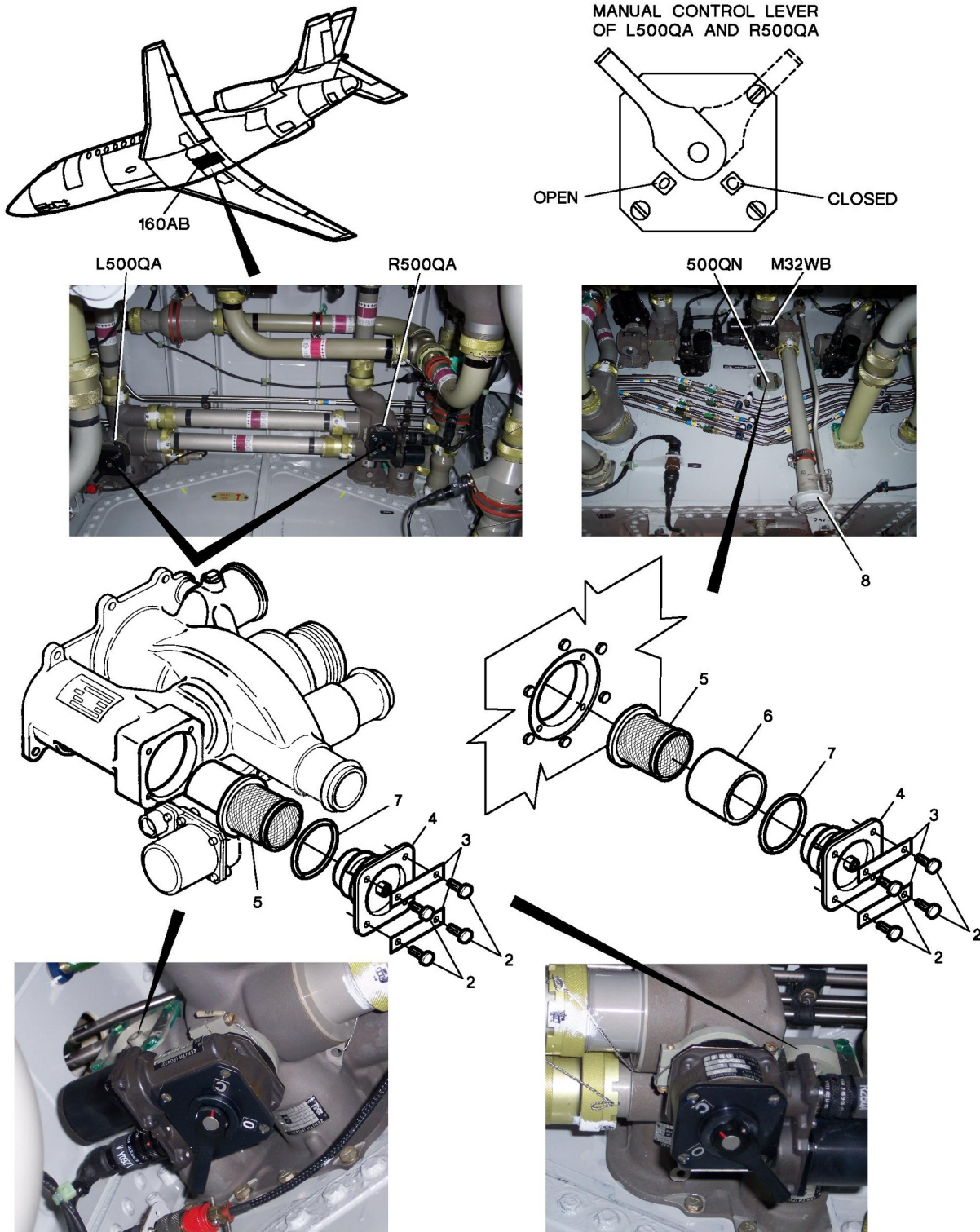


Figure 2: Location of Fuel Filters

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

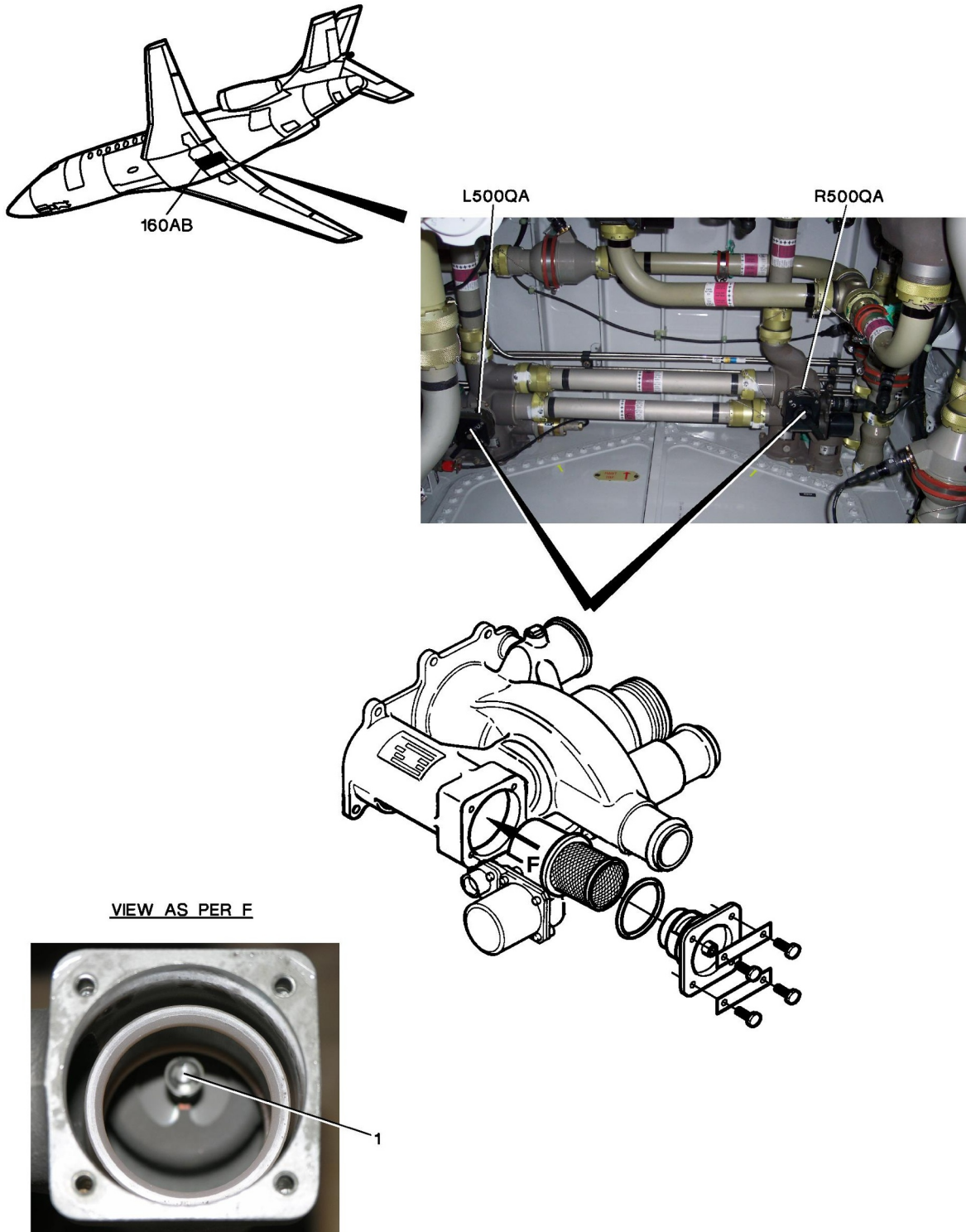


Figure 3: Inspection of Non-return Valves

Project No: **BDHRN002**Job Card No **0047**

Notif.No.: 10049019

Activity: **1000**

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: LUB Visible Door Hinges & Pax Door Stops

ETOPS A/C: No RVSM A/C: No Warranty: - ATA: 52

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 100,200,300**Access Required for this task:**

124AB,160AB,184AB,184BB,193BL,193CL,194BR,194CR,210A,311AR,311BR,312AL,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069275 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.

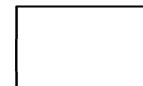
Defect Card Raised

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: 52-00-00-640-801

Operator Code: 52-00-00-640-801-01

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.: **52.010**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>52-00-00-640-801- LUBRICATION OF THE VISIBLE DOOR HINGES AND
01 PASSENGER DOOR STOPS**

REMARKS : _____

AMM 52-00-00-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 52-00-00-640-801

LUBRICATION OF THE VISIBLE DOOR HINGES AND PASSENGER DOOR STOPS

1. OVERVIEW OF THE JOB

Operation code: 52-00-00-640-801-01

2. LOGISTICS

A. References

Reference

Designation



• 52-10-17-960-801

REPLACEMENT OF THE PASSENGER DOOR SAFETY CATCH
SPRING

B. Ingredients and Consumable Products

Designation

Additional designation

- LUBRICATING OIL
- LOW FREEZE POINT GREASE
- CLEANER
- SCOTCH BRITE

MIL-PRF-23827
MULTIPURPOSE
MIL-A-9162

C. Access

Reference

Designation

- 124AB FORWARD TOILET SERVICING DOOR
- 160AB FUEL EQUIPMENT BAY DOOR
- 184AB FUELING CONNECTOR ACCESS DOOR
- 184BB AFT TOILET COUPLING DOOR
- 193BL BAG DOOR CONTROL PANEL DOOR
- 193CL WATER SERVICING DOOR
- 194BR FUELING CONTROL PANEL ACCESS DOOR
- 194CR AFT TOILET SERVICING PANEL DOOR
- 210A NOSE CONE
- 311AR ELECTRICAL GPU COUPLING DOOR
- 311BR HYDRAULIC GPU COUPLING DOOR
- 312AL HYDRAULIC GPU COUPLING DOOR
- PAX PASSENGER DOOR

D. Miscellaneous

- BRUSH (LOCAL PROCUREMENT)
- CLEAN LINT-FREE CLOTHS (LOCAL PROCUREMENT)



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. LUBRICATION OF VISIBLE DOOR HINGES

NOTE: Prior to applying any protective treatment, door hinges must be thoroughly cleaned with a clean cloth, and lubricated using a brush. Thoroughly wipe off the excess oil.

A. Nose cone (**210A**)

Lubricate the five latches, locating studs and hinge pins with **lubricating oil**.

B. Access doors

(1) For each access door, perform the following steps:

(a) Open the door.

(b) Slightly lubricate the lock control mechanisms, the latching pawls and the hinges with **lubricating oil**.

(c) Close the door.

(2) Access doors concerned:

- forward servicing toilet compartment door (**124AB**),
- refueling panel door (**194BR**),
- fuel compartment door (**160AB**),
- refueling connector door (**184AB**),
- toilet service doors (**184BB**) and (**194CR**),
- potable water service door (**193CL**),
- baggage compartment electrically-controlled door (**193BL**),
- external power receptacle door (**311AR**),
- hydraulic system 1 and 2 ground coupling door (**312AL**) and (**311BR**).

4. GREASING OF PASSENGER DOOR STOPS

Refer to **fig. 1**

NOTE: The purpose of this greasing is to prevent the passenger door from creaking during flight. Greasing periodicity depends on aircraft operating conditions.

A. Clean each stop (7) with a clean lint-free cloth moistened with **cleaner**.

B. Apply a thin film of **low freeze point grease** to each stop (7).

C. Wipe off the excess grease with a clean lint-free cloth.

5. CHECK AND LUBRICATION OF SAFETY CATCH ON PASSENGER DOOR

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

CAUTION: DO NOT ACTUATE THE INBOARD AND THE OUTBOARD PASSENGER DOOR LOCKING HANDLES DURING THE OPERATIONS DESCRIBED BELOW.

A. Check of door safety catch (1) and spring (3) on passenger door crankpin, on frame 7 side.

(1) Operate safety catch (1) by hand and check that it rotates freely.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: An excess paint thickness, or dust, or any defect in this area may induce hard points.

- (2) If a defect is found:
 - (a) Remove safety catch (1), without removing spring (3):
 - unscrew and remove nut (4),
 - remove washer (5),
 - remove safety catch (1).
 - (b) Remove the dust, if any.
 - (c) Using **scotch brite**, sand the paint on both surfaces of safety catch (1), on crankpin (6) and in the contact areas.

NOTE: On crankpin (6), the paint can be removed without removing the crankpin.
 - (d) Clean and degrease with a clean cloth moistened with **cleaner**.
 - (e) Install safety catch (1):
 - position safety catch (1),
 - install washer (5),
 - screw and tighten nut (4).
- (3) Check spring (3) for condition and correct mounting position, without removing it (**fig. 2**).
- (4) Check for any interference between spring (3) and the structure or safety catch (1).
- (5) If spring (3) is damaged, or not installed in the correct mounting position, or broken, replace it (Refer to **TASK 52-10-17-960-801**).

B. Sparingly lubricate safety catch pin (2) with **lubricating oil**.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

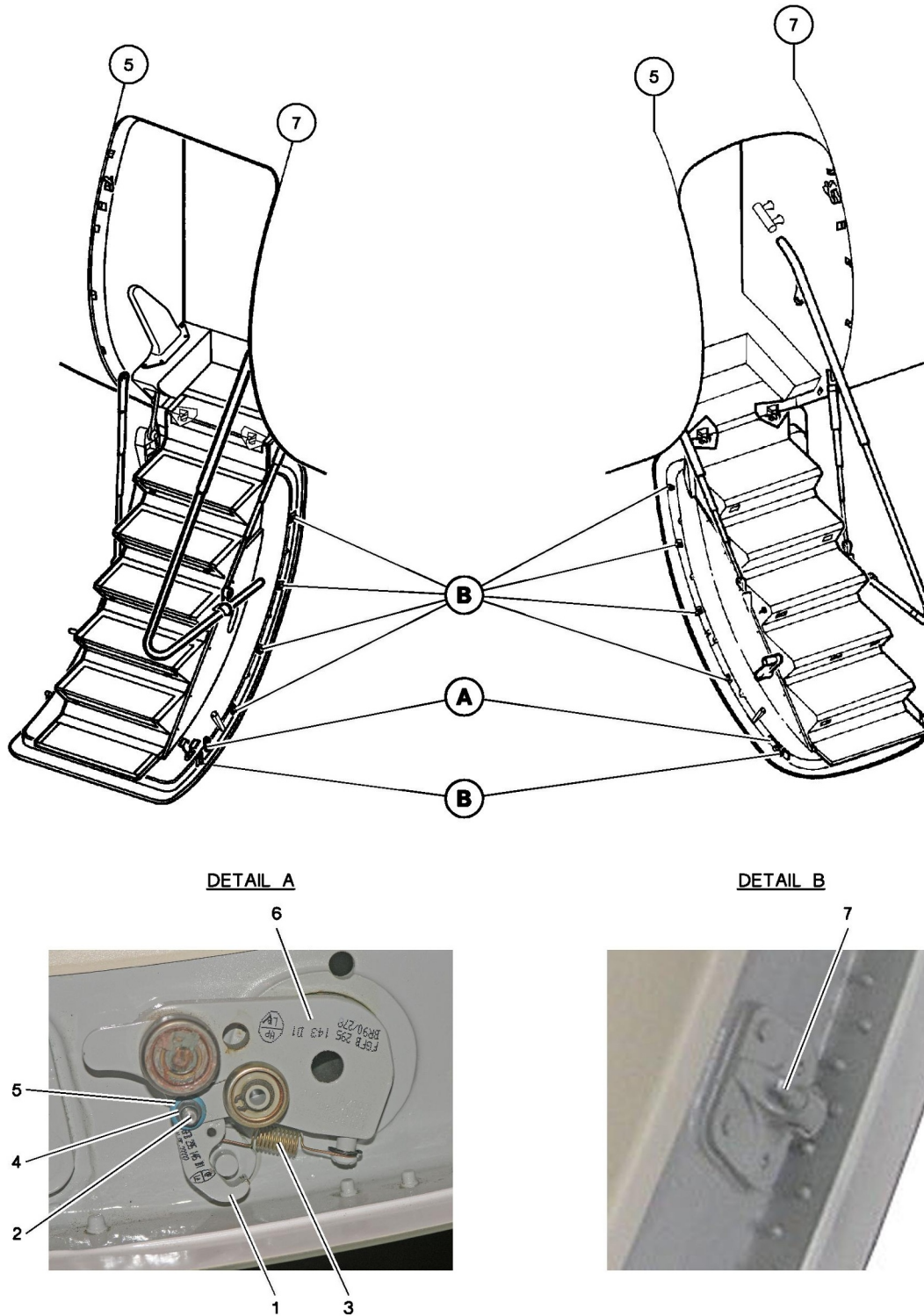
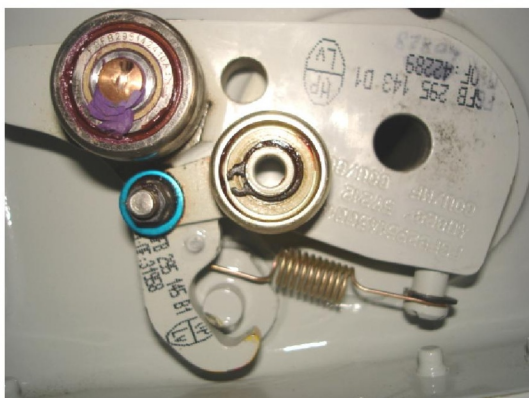


Figure 1: Passenger Door Safety Catch

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

INSTALLATION OF THE PASSENGER DOOR SAFETY CATCH SPRING

**CORRECT
INSTALLATION**



**INCORRECT
INSTALLATION**



**CORRECT
INSTALLATION**



**INCORRECT
INSTALLATION**



Figure 2: Installation of Safety Catch Spring

Project No: **BDHRN002**Job Card No **0048**

Notif.No.: 10049099

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: **LUB NLG Mech Emer Release Cntrl**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

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

113EZ,113FZ,113HZ,731AB,741AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069269 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: 32-32-00-640-801

Operator Code: 32-32-00-640-801-01

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.: **32.140**

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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**>32-32-00-640-801- LUBRICATION OF THE NOSE LANDING GEAR (NLG)
01 MECHANICAL EMERGENCY RELEASE CONTROL**

REMARKS : _____

AMM 32-32-00-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 32-32-00-640-801 SERVICING OF THE LANDING GEAR MECHANICAL EMERGENCY RELEASE CONTROL

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|------------------------------------------|
| • 32-32-00-640-801-01 | Lubrication of the NLG control |
| • 32-32-00-640-801-02 | Check of the NLG control actuation force |
| • 32-32-00-640-801-03 | Lubrication of the MLG controls |
| • 32-32-00-640-801-04 | Check of the MLG control actuation force |

NOTE: It is recommended to apply SB F900EX-299 when performing this procedure.

2. LOGISTICS

A. References

Reference	Designation
• 20-35-02-910-802	GENERAL INSTRUCTIONS AND REPAIR APPLICABLE TO "TELEFORCE" FLEXIBLE CONTROL CABLES
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS
• 32-12-29-900-801	REMOVAL / INSTALLATION OF THE MLG DOOR UPLOCK BOXES
• 32-32-09-820-801	ADJUSTMENT OF THE NLG MECHANICAL EMERGENCY RELEASE CONTROL CABLE

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TO-20-040	SPRING SCALE - CAPACITY 25 DAN (60 LBF)	

C. Ingredients and Consumable Products

Designation	Additional designation
• LUBRICATING OIL	
• SYNTHETIC GREASE	MIL-PRF-81322

D. Additional Spare Parts

Reference	Designation	Quantity
• MS24665-155	COTTER PIN	6
• 23310CA015015	PIN	3

E. Access

Reference	Designation
• 113EZ	COCKPIT FLOOR
• 113FZ	COCKPIT FLOOR
• 113HZ	COCKPIT FLOOR
• 731AB	LH MLG MAIN DOOR

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **741AB** RH MLG MAIN DOOR
- **PAX** PASSENGER DOOR

F. Miscellaneous

- CLEAN AND DRY CLOTH (LOCAL MANUFACTURE)

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. In the cockpit

- (1) Disengage "L/G CONTROL" circuit breaker (**1GA**).
- (2) Safety disengaged "L/G CONTROL" circuit breaker (**1GA**) with a circuit breaker lockout.
- (3) Place a "DO NOT OPERATE" safety placard on L/G control lever (**2GA**).
- (4) Remove floor panels (**113EZ**), (**113FZ**) and (**113HZ**).

- B. Manually open main L/G doors (**731AB**)/(**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Manual Opening of Main Landing Gear Doors").

4. NOSE LANDING GEAR CONTROL

Refer to **fig. 2**

A. Check of the control handle installation

- (1) Check that spring (5) is installed outside nose L/G emergency extension control handle (**513GA**) so that it pulls nose L/G emergency extension control handle (**513GA**) into its recess (**fig. 2**, view as per F).
- (2) Check that bolt head (6) faces forward (**fig. 2**, view as per F).

B. Lubrication of the NLG control

- (1) Pull nose L/G emergency extension control handle (**513GA**).
- (2) Check that the linkage operates perfectly and without hard point.
- (3) Check the nose landing gear unlocking control links for condition:
 - correct tightening of nuts and locknuts,
 - presence of **cotter** pins and lockwashers,
 - correct safetying of nuts.
- (4) Clean rod (1) using a clean and dry cloth.
- (5) Slightly lubricate rod (1) with **lubricating oil**.
- (6) Slightly lubricate the linkage pins and the pressure seal marked on the figure with **lubricating oil**.
- (7) Lubricate the pin of bellcrank (2) with **synthetic grease** (**fig. 2**, cross-section A).
- (8) Set nose L/G emergency extension control handle (**513GA**) to rest position.

C. Check of the NLG control actuation force

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (1) Manually close the hook of nose L/G leg uplock box (**13GA**).
- (2) Attach the spring scale to nose L/G emergency extension control handle (**513GA**).
- (3) Measure the traction force required (≤ 2.5 daN (5.6 lbf)) to unlock the hook of nose L/G leg uplock box (**13GA**).
- (4) If the obtained force reading is > 2.5 daN (5.6 lbf):
 - (a) Uncouple rod (1) from nose L/G leg uplock box (**13GA**).
 - (b) Check the control linkage for hard points.
 - (c) Check that the actuation force, by pulling nose L/G emergency extension control handle (**513GA**) is ≤ 1 daN (2.2 lbf).
 - (d) If the force is > 1 daN (2.2 lbf):
 - 1 Remove the linkage and bellcrank (2).
 - 2 Clean and lubricate the linkage assembly with **lubricating oil**.
 - 3 Suppress the friction spots, if any.
NOTE: If required, replace the defective element with a new one.
 - 4 Install the linkage and bellcrank (2).
 - (e) If the above force is correct (≤ 1 daN (2.2 lbf)), replace nose L/G leg uplock box (**13GA**).
NOTE: The maximum acceptable force value on control lever (4) of nose L/G leg uplock box (**13GA**) is 3 daN (7 lbf).
 - (f) Couple rod (1) to nose L/G leg uplock box (**13GA**).
 - (g) Safety rod (1) with a new pin (**23310CA015015**).
- (5) Remove the spring scale.
- (6) Check the control adjustment and clearance J between stop (3) and lever (4) (Refer to **TASK 32-32-09-820-801**, paragraph "Control Adjustment").
- (7) Set nose L/G emergency extension control handle (**513GA**) to rest position.
- (8) Check that the hook of nose L/G emergency extension control handle (**513GA**) is in the open position.

5. MAIN LANDING GEAR CONTROLS

Refer to **fig. 3**

A. Lubrication of the MLG controls

- (1) Pull main L/G emergency mechanical extension control handles (**L514GA**) and (**R514GA**).
- (2) Check that each control assembly operates perfectly and without hard point.
CAUTION: DO NOT LUBRICATE SLIDING END-FITTING (1).
- (3) Clean sliding end-fitting (1) of each main L/G emergency extension flexible control (**L515GA**) and (**R515GA**) with a clean and dry cloth. **Do not lubricate.**
- (4) Check the main landing gear unlocking control links for condition:
 - correct tightening of nuts and locknuts,

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- presence of **cotter** pins and lockwashers,
- correct safetying of nuts.

(5) Slightly lubricate the marked points with **lubricating oil** (**fig. 3**, detail A).

(6) Lubricate each bellcrank (2) with **synthetic grease** (**fig. 3**, detail A).

(7) In the main L/G **◆** well

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

(a) Gently pull each main L/G emergency extension flexible control (**L515GA**) and (**R515GA**) by means of bellcranks (4).

CAUTION: DO NOT LUBRICATE SLIDING END-FITTING (3).

(b) Clean sliding end-fitting (3) with a clean and dry cloth. **Do not lubricate.**

(c) Slightly lubricate the marked points with **lubricating oil** (**fig. 3**, detail B).

(d) Return both control handles (**L514GA**) and (**R514GA**) to rest position (using bellcranks (4) as required).

B. Check of the MLG control actuation force

(1) Manually close the hook of LH main L/G leg uplock box (**L7GA**) and main door uplock box (**L14GA**).

(2) Attach the spring scale to LH main L/G emergency mechanical extension control handle (**L514GA**).

(3) Measure the traction force required (≤ 11 daN (25 lbf)) to unlock the hooks (LH landing gear/LH door).

(4) If the force reading is > 11 daN (25 lbf)

(a) Uncouple flexible control (**L515GA**) from bellcrank (4) (**fig. 3**, detail B)

1 Remove and discard the **cotter** pin safetying the castellated nut.

2 Remove the castellated nut.

3 Remove the washer.

4 Remove the screw to uncouple bellcrank (4) from end-fitting (5).

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

(b) Exert traction on the flexible control (**L515GA**) to return main L/G emergency mechanical extension (**L514GA**) to rest position.

(c) Using the spring scale (attached to the control handle) measure the traction force required to actuate the control.

(d) If the force reading is ≤ 8 daN (18 lbf)

1 Uncouple link rod (7) from control lever (8) of main L/G leg uplock box (**L7GA**) (**fig. 3**, detail C)

Remove and discard the **cotter** pin.

For A/C with SB F900EX-299 :

- Remove the washer,

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- remove the straight pin fitted with its washer, to uncouple end-fitting (6) from control lever (8).

For A/C without SB F900EX-299 :

- Remove the castellated nut,
- remove the washer,
- remove the screw, to uncouple end-fitting (6) from control lever (8).

- 2 Check that there is no hard point in the linkage connecting the flexible control (**L515GA**) to main L/G leg uplock box (**L7GA**) and to main door uplock box (**L14GA**).

- 3 If the result is correct

Check the actuating forces on control lever (8) of main L/G uplock box (**L7GA**) (≤ 5 daN (11 lbf)).

- If required, replace main L/G uplock box (**L7GA**).

Check the actuating forces on control lever (10) of main door uplock box (**L14GA**) (≤ 8.75 daN (19.7 lbf) at 80 mm (3.15 in)).

- If required, replace main door uplock box (**L14GA**) (Refer to **TASK 32-12-29-900-801**).

- (e) If the force reading is > 8 daN (18 lbf)

- 1 Uncouple flexible control (**L515GA**) from relay bellcrank (2) (**fig. 3**, detail A).

Remove and discard the **cotter** pin safetying the castellated nut.

Remove the castellated nut.

Remove the washer.

Remove the screw to uncouple relay bellcrank (2) from end-fitting (9).

- 2 Check relay bellcrank (2) for hard points.

- 3 Check the condition of flexible control (**L515GA**).

NOTE: If the required sliding force is excessive, the flexible control protective sheath may be incriminated and can be repaired (Refer to **TASK 20-35-02-910-802**).

- (f) Remove the spring scale.

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

- (5) Exert traction on flexible control (**L515GA**) to return main L/G emergency mechanical extension control handle (**L514GA**) to rest position.

- (6) If uncoupled, couple flexible control (**L515GA**) to relay bellcrank (2) (**fig. 3**, detail A).

- (a) Install the screw to couple relay bellcrank (2) to end-fitting (9).

- (b) Install the washer.

- (c) Fully screw the castellated nut by hand.

- (d) Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.

- (e) Safety the castellated nut with a new **cotter** pin (**MS24665-155**).

- (7) If uncoupled, couple link rod (7) to control lever (8) of main L/G leg uplock box (**L7GA**) (**fig. 3**, detail C)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (a) For A/C with SB F900EX-299 :
 - install the straight pin fitted with its washer, to couple end-fitting (6) to control lever (8).
- (b) For A/C without SB F900EX-299 :
 - install the screw, to couple end-fitting (6) to control lever (8).
- (c) Manually close the hook of main L/G leg uplock box (**L7GA**).
- (d) Check that clearance J2 is 4.5 to 5 mm (0.17 to 0.19 in) (**fig. 3**, detail C).
- (e) If not, adjust the length of link rod (7).
- (f) Manually open the hook of main L/G leg uplock box (**L7GA**) using control lever (8).
- (g) Install the washer.
- (h) For A/C with SB F900EX-299
 - 1 Safety the straight pin with a new pin (**23310CA015015**).
- (i) For A/C without SB F900EX-299
 - 1 Fully screw the castellated nut by hand.
 - 2 Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.
 - 3 Safety the castellated nut with a new **cotter** pin (**MS24665-155**).
 - 4 Make sure by hand that the screw-nut assembly rotates freely.
- (8) If uncoupled, couple flexible control (**L515GA**) to bellcrank (4) (**fig. 3**, detail B)
 - (a) Install the screw to couple bellcrank (4) to end-fitting (5).
 - (b) Install the washer.
 - (c) Fully screw the castellated nut by hand.
 - (d) Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.
 - (e) Safety the castellated nut with a new **cotter** pin (**MS24665-155**).
 - (f) Manually close the hook of main door uplock box (**L14GA**).
 - (g) Check that clearance J1 is 2 to 2.5 mm (0.08 to 0.10 in) between the roller of bellcrank (4) and control lever (10) of main door uplock box (**L14GA**) (**fig. 3**, detail B).
 - (h) If not, adjust the flexible control ball-joint.
 - (i) Manually open the hook of main door uplock box (**L14GA**) using control lever (10).
- (9) Perform on RH side the same operations as described for the LH side (see paragraph 5.B.).

6. FINAL STEPS

Refer to **fig. 1**

- A. Manually close main L/G doors (**731AB**)/(**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Closing of Main Landing Gear Doors").
- B. In the cockpit
 - (1) Install floor panels (**113EZ**) and (**113FZ**).

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- (2) Remove the "DO NOT OPERATE" safety placard from L/G control lever (**2GA**).
- (3) Remove the circuit breaker lockout from the disengaged "L/G CONTROL" circuit breaker (**1GA**).
- (4) Engage "L/G CONTROL" circuit breaker (**1GA**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

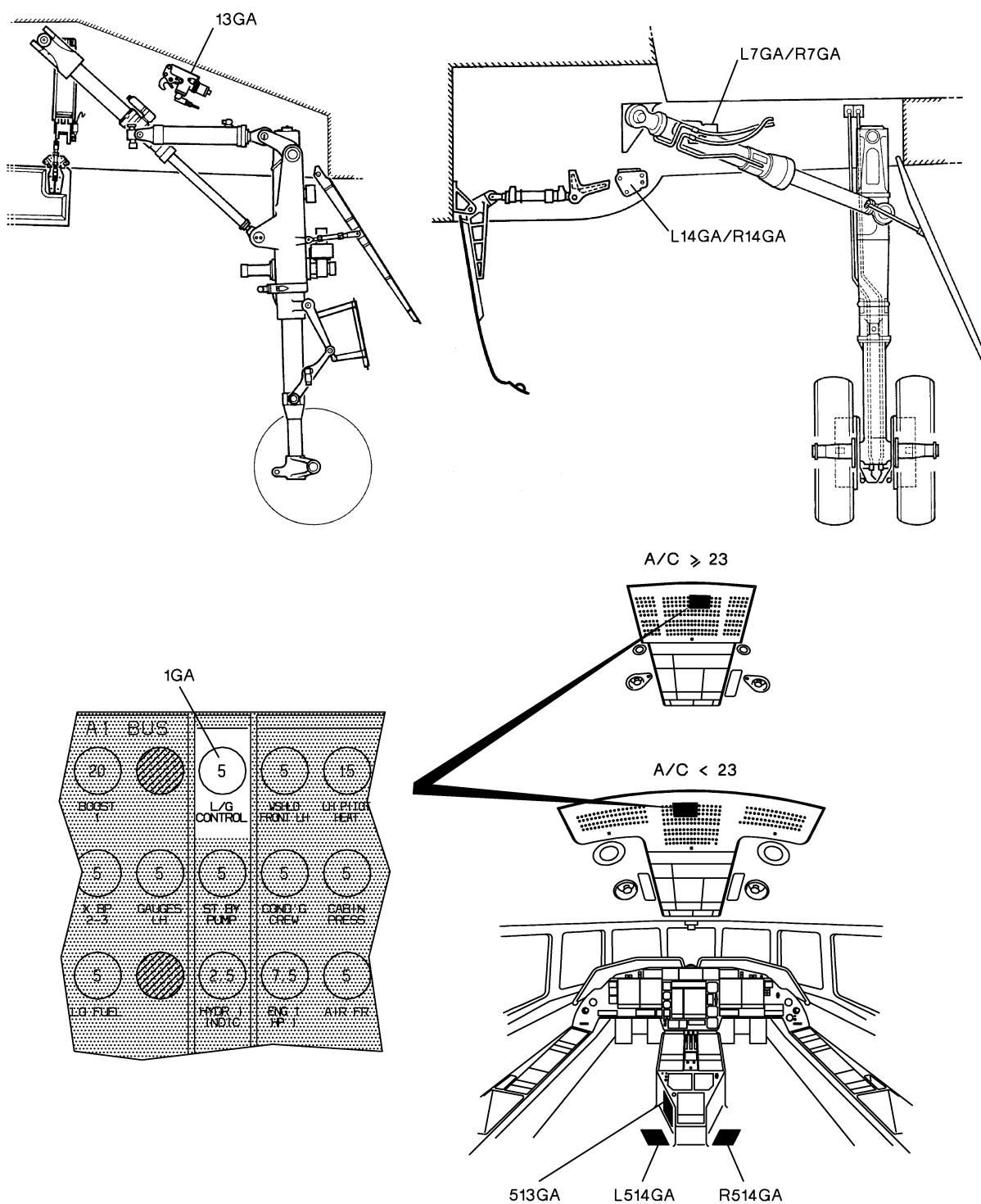


Figure 1: LOCATION OF COCKPIT CONTROLS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

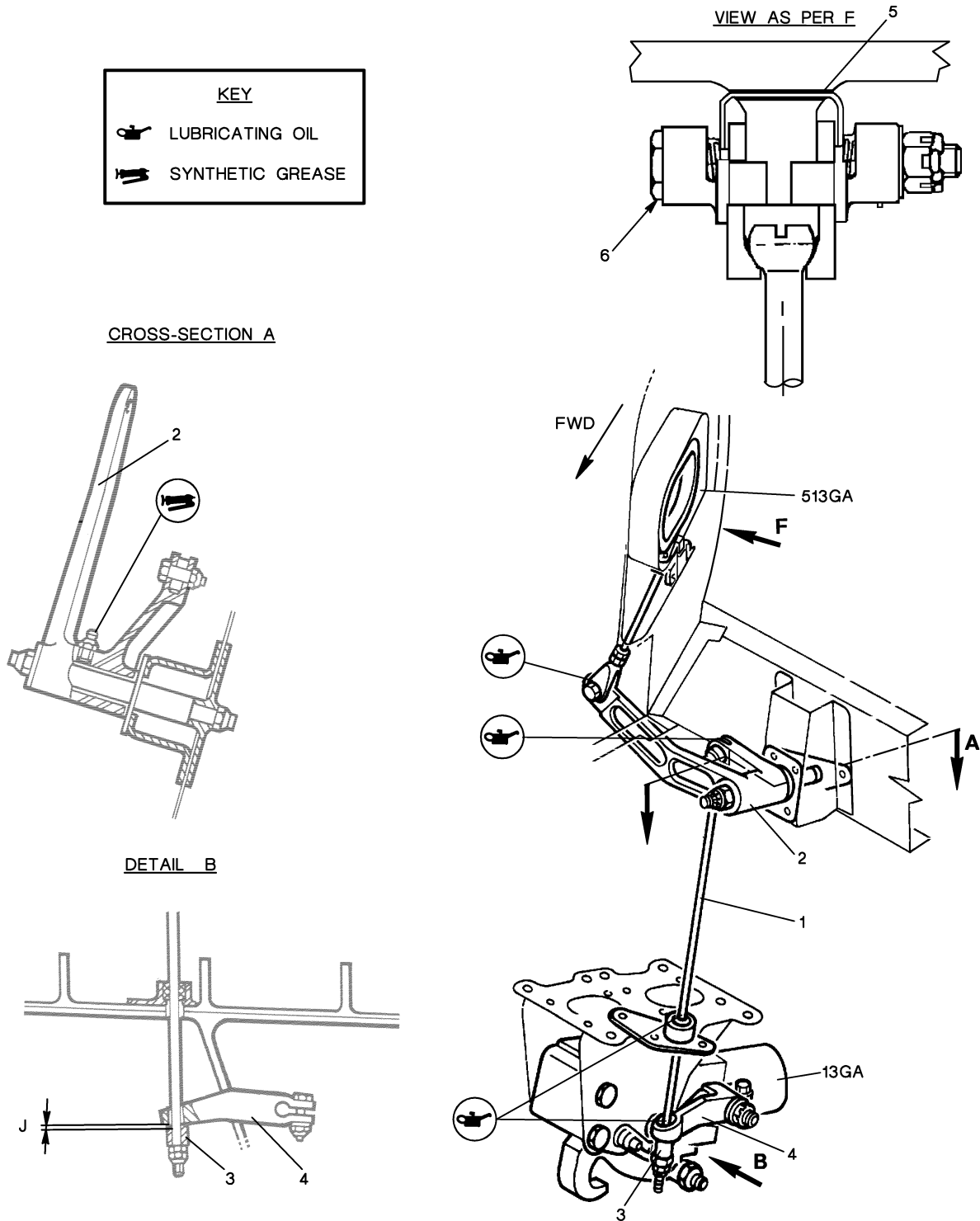


Figure 2: NOSE LANDING GEAR CONTROL

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

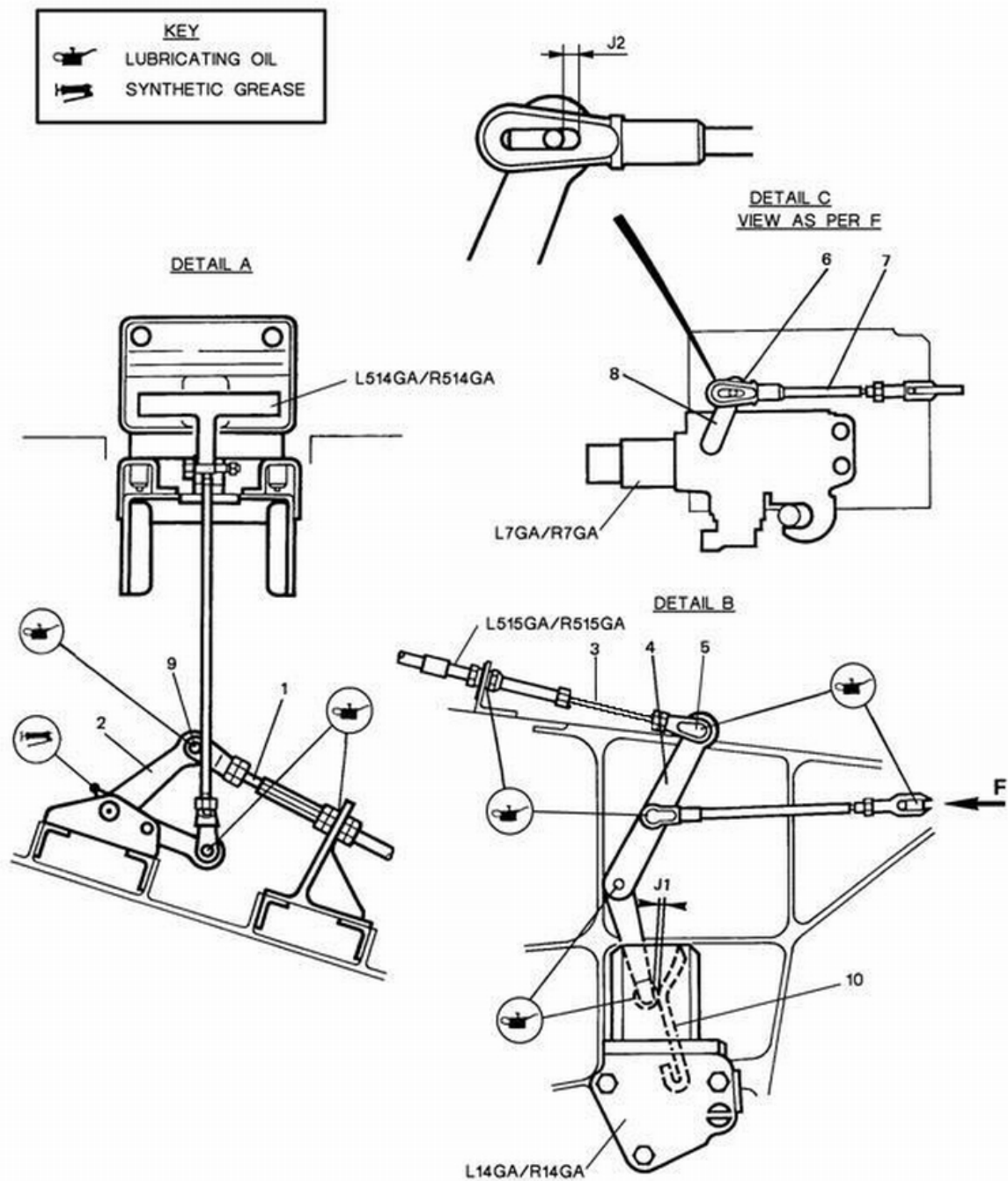


Figure 3: MAIN LANDING GEAR AND DOOR CONTROLS

Project No: **BDHRN002**Job Card No **0049**

Notif.No.: 10049100

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 NLG Mech Emer Release Cntrl Force**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

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

113EZ,113FZ,113HZ,731AB,741AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069337 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: 32-32-00-640-801

Operator Code: 32-32-00-640-801-02

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.: **32-32-00-640-801-02**

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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**>32-32-00-640-801-02 CHECK OF THE NOSE LANDING GEAR (NLG) MECHANICAL
EMERGENCY RELEASE CONTROL ACTUATION FORCE**

REMARKS : _____

AMM 32-32-00-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 32-32-00-640-801 SERVICING OF THE LANDING GEAR MECHANICAL EMERGENCY RELEASE CONTROL

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|------------------------------------------|
| • 32-32-00-640-801-01 | Lubrication of the NLG control |
| • 32-32-00-640-801-02 | Check of the NLG control actuation force |
| • 32-32-00-640-801-03 | Lubrication of the MLG controls |
| • 32-32-00-640-801-04 | Check of the MLG control actuation force |

NOTE: It is recommended to apply SB F900EX-299 when performing this procedure.

2. LOGISTICS

A. References

Reference	Designation
• 20-35-02-910-802	GENERAL INSTRUCTIONS AND REPAIR APPLICABLE TO "TELEFORCE" FLEXIBLE CONTROL CABLES
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS
• 32-12-29-900-801	REMOVAL / INSTALLATION OF THE MLG DOOR UPLOCK BOXES
• 32-32-09-820-801	ADJUSTMENT OF THE NLG MECHANICAL EMERGENCY RELEASE CONTROL CABLE

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TO-20-040	SPRING SCALE - CAPACITY 25 DAN (60 LBF)	

C. Ingredients and Consumable Products

Designation	Additional designation
• LUBRICATING OIL	
• SYNTHETIC GREASE	MIL-PRF-81322

D. Additional Spare Parts

Reference	Designation	Quantity
• MS24665-155	COTTER PIN	6
• 23310CA015015	PIN	3

E. Access

Reference	Designation
• 113EZ	COCKPIT FLOOR
• 113FZ	COCKPIT FLOOR
• 113HZ	COCKPIT FLOOR
• 731AB	LH MLG MAIN DOOR

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- **741AB** RH MLG MAIN DOOR
- **PAX** PASSENGER DOOR

F. Miscellaneous

- CLEAN AND DRY CLOTH (LOCAL MANUFACTURE)

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. In the cockpit

- (1) Disengage "L/G CONTROL" circuit breaker (**1GA**).
- (2) Safety disengaged "L/G CONTROL" circuit breaker (**1GA**) with a circuit breaker lockout.
- (3) Place a "DO NOT OPERATE" safety placard on L/G control lever (**2GA**).
- (4) Remove floor panels (**113EZ**), (**113FZ**) and (**113HZ**).

- B. Manually open main L/G doors (**731AB**)/(**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Manual Opening of Main Landing Gear Doors").

4. NOSE LANDING GEAR CONTROL

Refer to **fig. 2**

A. Check of the control handle installation

- (1) Check that spring (5) is installed outside nose L/G emergency extension control handle (**513GA**) so that it pulls nose L/G emergency extension control handle (**513GA**) into its recess (**fig. 2**, view as per F).
- (2) Check that bolt head (6) faces forward (**fig. 2**, view as per F).

B. Lubrication of the NLG control

- (1) Pull nose L/G emergency extension control handle (**513GA**).
- (2) Check that the linkage operates perfectly and without hard point.
- (3) Check the nose landing gear unlocking control links for condition:
 - correct tightening of nuts and locknuts,
 - presence of **cotter** pins and lockwashers,
 - correct safetying of nuts.
- (4) Clean rod (1) using a clean and dry cloth.
- (5) Slightly lubricate rod (1) with **lubricating oil**.
- (6) Slightly lubricate the linkage pins and the pressure seal marked on the figure with **lubricating oil**.
- (7) Lubricate the pin of bellcrank (2) with **synthetic grease** (**fig. 2**, cross-section A).
- (8) Set nose L/G emergency extension control handle (**513GA**) to rest position.

C. Check of the NLG control actuation force

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- (1) Manually close the hook of nose L/G leg uplock box (**13GA**).
- (2) Attach the spring scale to nose L/G emergency extension control handle (**513GA**).
- (3) Measure the traction force required (≤ 2.5 daN (5.6 lbf)) to unlock the hook of nose L/G leg uplock box (**13GA**).
- (4) If the obtained force reading is > 2.5 daN (5.6 lbf):
 - (a) Uncouple rod (1) from nose L/G leg uplock box (**13GA**).
 - (b) Check the control linkage for hard points.
 - (c) Check that the actuation force, by pulling nose L/G emergency extension control handle (**513GA**) is ≤ 1 daN (2.2 lbf).
 - (d) If the force is > 1 daN (2.2 lbf):
 - 1 Remove the linkage and bellcrank (2).
 - 2 Clean and lubricate the linkage assembly with **lubricating oil**.
 - 3 Suppress the friction spots, if any.
NOTE: If required, replace the defective element with a new one.
 - 4 Install the linkage and bellcrank (2).
 - (e) If the above force is correct (≤ 1 daN (2.2 lbf)), replace nose L/G leg uplock box (**13GA**).
NOTE: The maximum acceptable force value on control lever (4) of nose L/G leg uplock box (**13GA**) is 3 daN (7 lbf).
 - (f) Couple rod (1) to nose L/G leg uplock box (**13GA**).
 - (g) Safety rod (1) with a new pin (**23310CA015015**).
- (5) Remove the spring scale.
- (6) Check the control adjustment and clearance J between stop (3) and lever (4) (Refer to **TASK 32-32-09-820-801**, paragraph "Control Adjustment").
- (7) Set nose L/G emergency extension control handle (**513GA**) to rest position.
- (8) Check that the hook of nose L/G emergency extension control handle (**513GA**) is in the open position.

5. MAIN LANDING GEAR CONTROLS

Refer to **fig. 3**

A. Lubrication of the MLG controls

- (1) Pull main L/G emergency mechanical extension control handles (**L514GA**) and (**R514GA**).
- (2) Check that each control assembly operates perfectly and without hard point.
CAUTION: DO NOT LUBRICATE SLIDING END-FITTING (1).
- (3) Clean sliding end-fitting (1) of each main L/G emergency extension flexible control (**L515GA**) and (**R515GA**) with a clean and dry cloth. **Do not lubricate.**
- (4) Check the main landing gear unlocking control links for condition:
 - correct tightening of nuts and locknuts,

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- presence of **cotter** pins and lockwashers,
- correct safetying of nuts.

(5) Slightly lubricate the marked points with **lubricating oil** (**fig. 3**, detail A).

(6) Lubricate each bellcrank (2) with **synthetic grease** (**fig. 3**, detail A).

(7) In the main L/G **◆** well

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

(a) Gently pull each main L/G emergency extension flexible control (**L515GA**) and (**R515GA**) by means of bellcranks (4).

CAUTION: DO NOT LUBRICATE SLIDING END-FITTING (3).

(b) Clean sliding end-fitting (3) with a clean and dry cloth. **Do not lubricate.**

(c) Slightly lubricate the marked points with **lubricating oil** (**fig. 3**, detail B).

(d) Return both control handles (**L514GA**) and (**R514GA**) to rest position (using bellcranks (4) as required).

B. Check of the MLG control actuation force

(1) Manually close the hook of LH main L/G leg uplock box (**L7GA**) and main door uplock box (**L14GA**).

(2) Attach the spring scale to LH main L/G emergency mechanical extension control handle (**L514GA**).

(3) Measure the traction force required (≤ 11 daN (25 lbf)) to unlock the hooks (LH landing gear/LH door).

(4) If the force reading is > 11 daN (25 lbf)

(a) Uncouple flexible control (**L515GA**) from bellcrank (4) (**fig. 3**, detail B)

1 Remove and discard the **cotter** pin safetying the castellated nut.

2 Remove the castellated nut.

3 Remove the washer.

4 Remove the screw to uncouple bellcrank (4) from end-fitting (5).

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

(b) Exert traction on the flexible control (**L515GA**) to return main L/G emergency mechanical extension (**L514GA**) to rest position.

(c) Using the spring scale (attached to the control handle) measure the traction force required to actuate the control.

(d) If the force reading is ≤ 8 daN (18 lbf)

1 Uncouple link rod (7) from control lever (8) of main L/G leg uplock box (**L7GA**) (**fig. 3**, detail C)

Remove and discard the **cotter** pin.

For A/C with SB F900EX-299 :

- Remove the washer,

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- remove the straight pin fitted with its washer, to uncouple end-fitting (6) from control lever (8).

For A/C without SB F900EX-299 :

- Remove the castellated nut,
- remove the washer,
- remove the screw, to uncouple end-fitting (6) from control lever (8).

- 2 Check that there is no hard point in the linkage connecting the flexible control (**L515GA**) to main L/G leg uplock box (**L7GA**) and to main door uplock box (**L14GA**).

- 3 If the result is correct

Check the actuating forces on control lever (8) of main L/G uplock box (**L7GA**) (≤ 5 daN (11 lbf)).

- If required, replace main L/G uplock box (**L7GA**).

Check the actuating forces on control lever (10) of main door uplock box (**L14GA**) (≤ 8.75 daN (19.7 lbf) at 80 mm (3.15 in)).

- If required, replace main door uplock box (**L14GA**) (Refer to **TASK 32-12-29-900-801**).

- (e) If the force reading is > 8 daN (18 lbf)

- 1 Uncouple flexible control (**L515GA**) from relay bellcrank (2) (**fig. 3**, detail A).

Remove and discard the **cotter** pin safetying the castellated nut.

Remove the castellated nut.

Remove the washer.

Remove the screw to uncouple relay bellcrank (2) from end-fitting (9).

- 2 Check relay bellcrank (2) for hard points.

- 3 Check the condition of flexible control (**L515GA**).

NOTE: If the required sliding force is excessive, the flexible control protective sheath may be incriminated and can be repaired (Refer to **TASK 20-35-02-910-802**).

- (f) Remove the spring scale.

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

- (5) Exert traction on flexible control (**L515GA**) to return main L/G emergency mechanical extension control handle (**L514GA**) to rest position.
- (6) If uncoupled, couple flexible control (**L515GA**) to relay bellcrank (2) (**fig. 3**, detail A).
 - (a) Install the screw to couple relay bellcrank (2) to end-fitting (9).
 - (b) Install the washer.
 - (c) Fully screw the castellated nut by hand.
 - (d) Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.
 - (e) Safety the castellated nut with a new **cotter** pin (**MS24665-155**).
- (7) If uncoupled, couple link rod (7) to control lever (8) of main L/G leg uplock box (**L7GA**) (**fig. 3**, detail C)

Effectivity: ALL

Rev. Date: MAR 09/2012

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- (a) For A/C with SB F900EX-299 :
 - install the straight pin fitted with its washer, to couple end-fitting (6) to control lever (8).
- (b) For A/C without SB F900EX-299 :
 - install the screw, to couple end-fitting (6) to control lever (8).
- (c) Manually close the hook of main L/G leg uplock box (**L7GA**).
- (d) Check that clearance J2 is 4.5 to 5 mm (0.17 to 0.19 in) (**fig. 3**, detail C).
- (e) If not, adjust the length of link rod (7).
- (f) Manually open the hook of main L/G leg uplock box (**L7GA**) using control lever (8).
- (g) Install the washer.
- (h) For A/C with SB F900EX-299
 - 1 Safety the straight pin with a new pin (**23310CA015015**).
- (i) For A/C without SB F900EX-299
 - 1 Fully screw the castellated nut by hand.
 - 2 Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.
 - 3 Safety the castellated nut with a new **cotter** pin (**MS24665-155**).
 - 4 Make sure by hand that the screw-nut assembly rotates freely.
- (8) If uncoupled, couple flexible control (**L515GA**) to bellcrank (4) (**fig. 3**, detail B)
 - (a) Install the screw to couple bellcrank (4) to end-fitting (5).
 - (b) Install the washer.
 - (c) Fully screw the castellated nut by hand.
 - (d) Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.
 - (e) Safety the castellated nut with a new **cotter** pin (**MS24665-155**).
 - (f) Manually close the hook of main door uplock box (**L14GA**).
 - (g) Check that clearance J1 is 2 to 2.5 mm (0.08 to 0.10 in) between the roller of bellcrank (4) and control lever (10) of main door uplock box (**L14GA**) (**fig. 3**, detail B).
 - (h) If not, adjust the flexible control ball-joint.
 - (i) Manually open the hook of main door uplock box (**L14GA**) using control lever (10).
- (9) Perform on RH side the same operations as described for the LH side (see paragraph 5.B.).

6. FINAL STEPS

Refer to **fig. 1**

- A. Manually close main L/G doors (**731AB**)/(**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Closing of Main Landing Gear Doors").
- B. In the cockpit
 - (1) Install floor panels (**113EZ**) and (**113FZ**).

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- (2) Remove the "DO NOT OPERATE" safety placard from L/G control lever (**2GA**).
- (3) Remove the circuit breaker lockout from the disengaged "L/G CONTROL" circuit breaker (**1GA**).
- (4) Engage "L/G CONTROL" circuit breaker (**1GA**).

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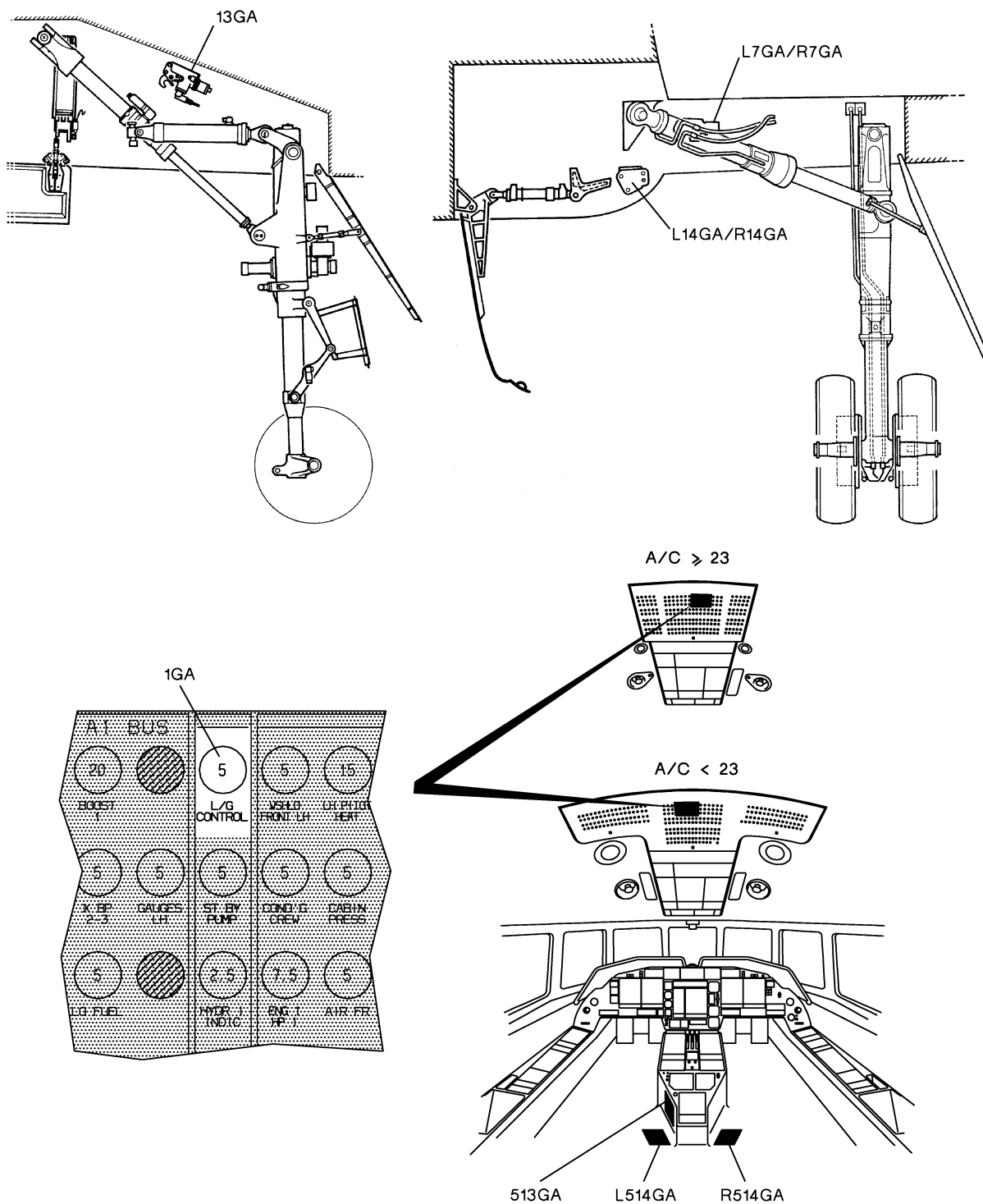
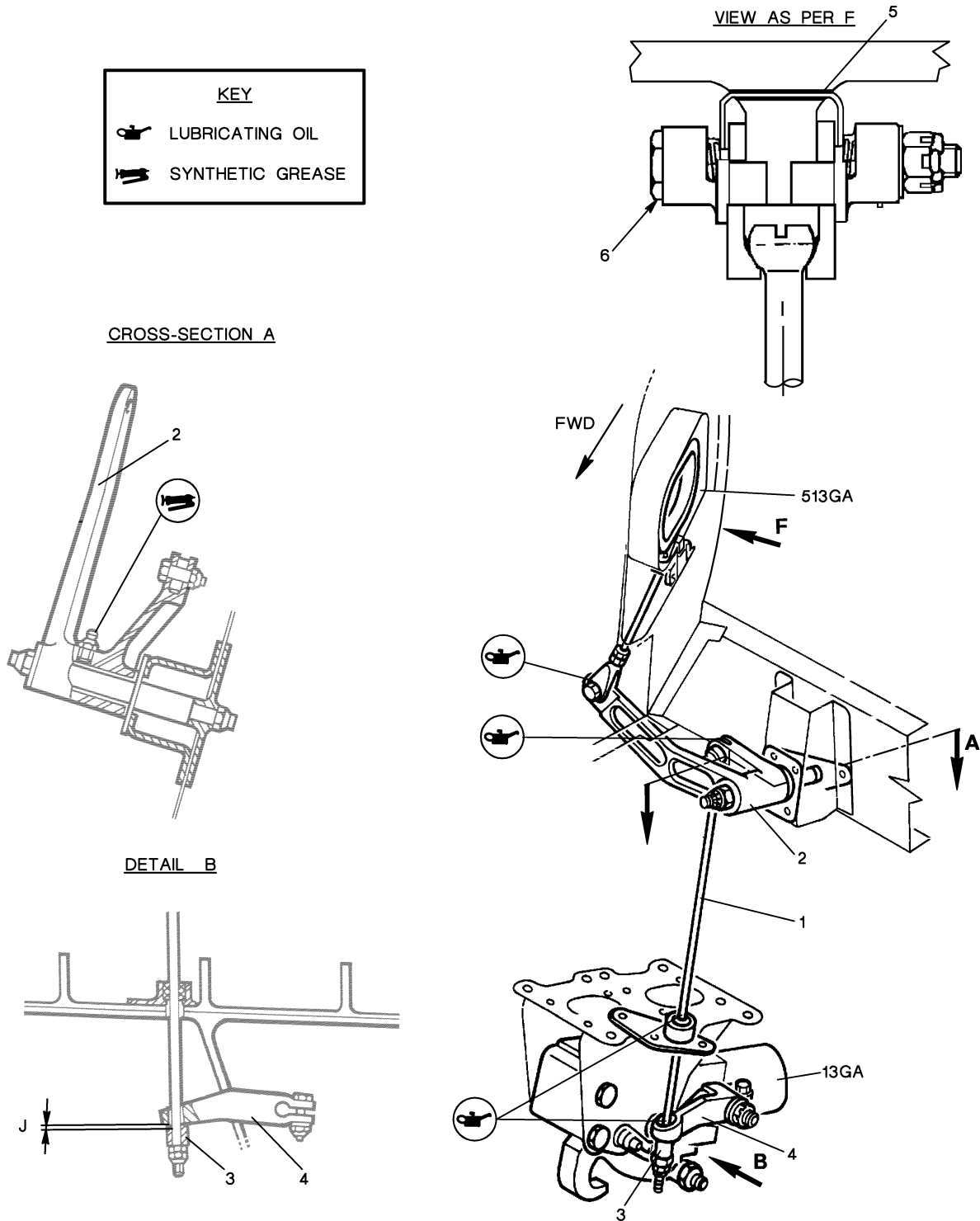


Figure 1: LOCATION OF COCKPIT CONTROLS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

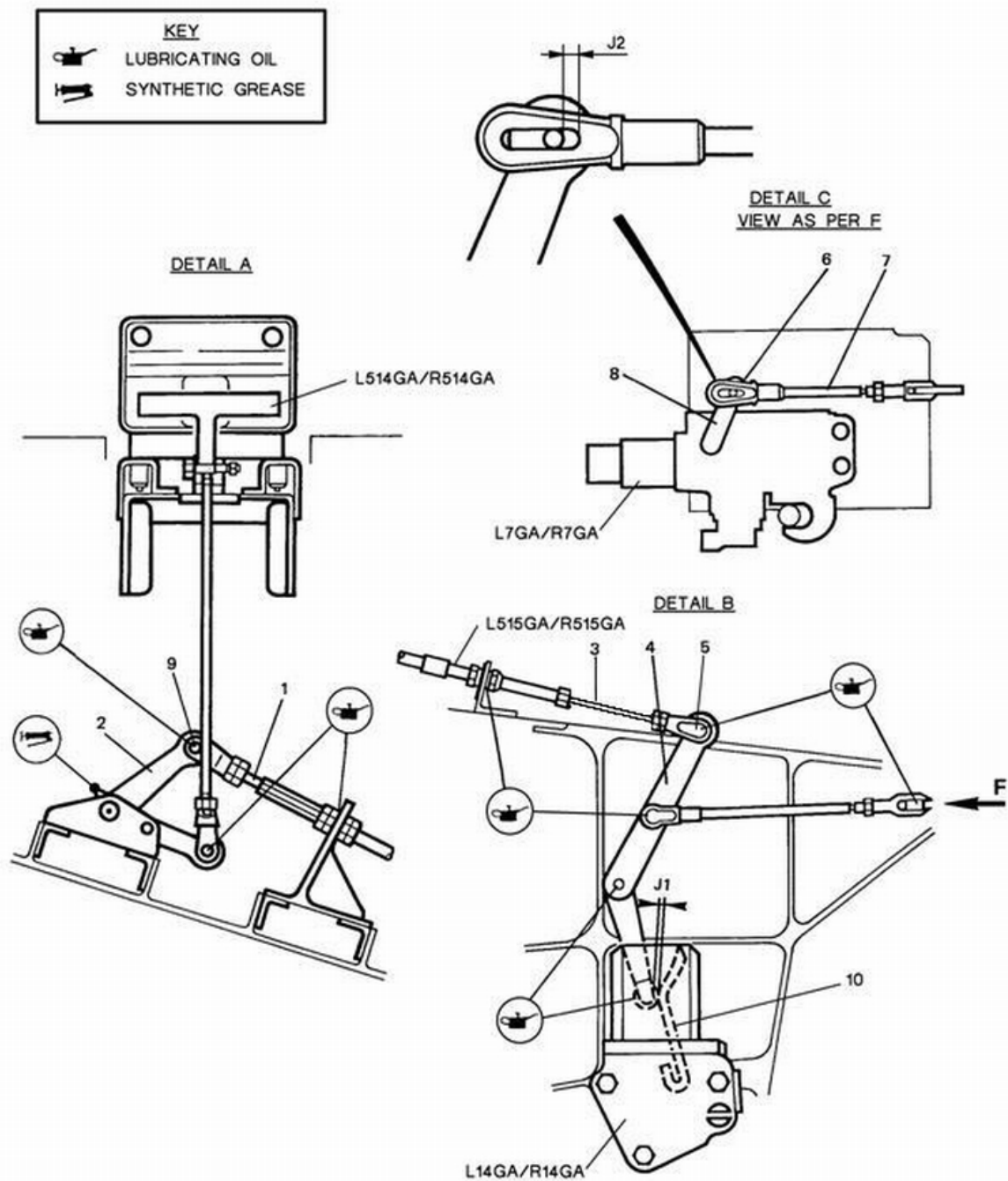


Figure 3: MAIN LANDING GEAR AND DOOR CONTROLS

Project No: **BDHRN002**Job Card No **0050**

Notif.No.: 10049101

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: **LUB MLG Mech Emer Release Cntrls**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

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

113EZ,113FZ,113HZ,731AB,741AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069338 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: 32-32-00-640-801

Operator Code: 32-32-00-640-801-03

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.: **32-32-00-640-801-03**

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
------	------	-----------------------

**>32-32-00-640-801-03 LUBRICATION OF THE MAIN LANDING GEAR (MLG)
MECHANICAL EMERGENCY RELEASE CONTROLS**

REMARKS : _____

AMM 32-32-00-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 32-32-00-640-801 SERVICING OF THE LANDING GEAR MECHANICAL EMERGENCY RELEASE CONTROL

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|------------------------------------------|
| • 32-32-00-640-801-01 | Lubrication of the NLG control |
| • 32-32-00-640-801-02 | Check of the NLG control actuation force |
| • 32-32-00-640-801-03 | Lubrication of the MLG controls |
| • 32-32-00-640-801-04 | Check of the MLG control actuation force |

NOTE: It is recommended to apply SB F900EX-299 when performing this procedure.

2. LOGISTICS

A. References

Reference	Designation
• 20-35-02-910-802	GENERAL INSTRUCTIONS AND REPAIR APPLICABLE TO "TELEFORCE" FLEXIBLE CONTROL CABLES
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS
• 32-12-29-900-801	REMOVAL / INSTALLATION OF THE MLG DOOR UPLOCK BOXES
• 32-32-09-820-801	ADJUSTMENT OF THE NLG MECHANICAL EMERGENCY RELEASE CONTROL CABLE

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TO-20-040	SPRING SCALE - CAPACITY 25 DAN (60 LBF)	

C. Ingredients and Consumable Products

Designation	Additional designation
• LUBRICATING OIL	
• SYNTHETIC GREASE	MIL-PRF-81322

D. Additional Spare Parts

Reference	Designation	Quantity
• MS24665-155	COTTER PIN	6
• 23310CA015015	PIN	3

E. Access

Reference	Designation
• 113EZ	COCKPIT FLOOR
• 113FZ	COCKPIT FLOOR
• 113HZ	COCKPIT FLOOR
• 731AB	LH MLG MAIN DOOR

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- **741AB** RH MLG MAIN DOOR
- **PAX** PASSENGER DOOR

F. Miscellaneous

- CLEAN AND DRY CLOTH (LOCAL MANUFACTURE)

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. In the cockpit

- (1) Disengage "L/G CONTROL" circuit breaker (**1GA**).
- (2) Safety disengaged "L/G CONTROL" circuit breaker (**1GA**) with a circuit breaker lockout.
- (3) Place a "DO NOT OPERATE" safety placard on L/G control lever (**2GA**).
- (4) Remove floor panels (**113EZ**), (**113FZ**) and (**113HZ**).

- B. Manually open main L/G doors (**731AB**)/(**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Manual Opening of Main Landing Gear Doors").

4. NOSE LANDING GEAR CONTROL

Refer to **fig. 2**

A. Check of the control handle installation

- (1) Check that spring (5) is installed outside nose L/G emergency extension control handle (**513GA**) so that it pulls nose L/G emergency extension control handle (**513GA**) into its recess (**fig. 2**, view as per F).
- (2) Check that bolt head (6) faces forward (**fig. 2**, view as per F).

B. Lubrication of the NLG control

- (1) Pull nose L/G emergency extension control handle (**513GA**).
- (2) Check that the linkage operates perfectly and without hard point.
- (3) Check the nose landing gear unlocking control links for condition:
 - correct tightening of nuts and locknuts,
 - presence of **cotter** pins and lockwashers,
 - correct safetying of nuts.
- (4) Clean rod (1) using a clean and dry cloth.
- (5) Slightly lubricate rod (1) with **lubricating oil**.
- (6) Slightly lubricate the linkage pins and the pressure seal marked on the figure with **lubricating oil**.
- (7) Lubricate the pin of bellcrank (2) with **synthetic grease** (**fig. 2**, cross-section A).
- (8) Set nose L/G emergency extension control handle (**513GA**) to rest position.

C. Check of the NLG control actuation force

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- (1) Manually close the hook of nose L/G leg uplock box (**13GA**).
- (2) Attach the spring scale to nose L/G emergency extension control handle (**513GA**).
- (3) Measure the traction force required (≤ 2.5 daN (5.6 lbf)) to unlock the hook of nose L/G leg uplock box (**13GA**).
- (4) If the obtained force reading is > 2.5 daN (5.6 lbf):
 - (a) Uncouple rod (1) from nose L/G leg uplock box (**13GA**).
 - (b) Check the control linkage for hard points.
 - (c) Check that the actuation force, by pulling nose L/G emergency extension control handle (**513GA**) is ≤ 1 daN (2.2 lbf).
 - (d) If the force is > 1 daN (2.2 lbf):
 - 1 Remove the linkage and bellcrank (2).
 - 2 Clean and lubricate the linkage assembly with **lubricating oil**.
 - 3 Suppress the friction spots, if any.
NOTE: If required, replace the defective element with a new one.
 - 4 Install the linkage and bellcrank (2).
 - (e) If the above force is correct (≤ 1 daN (2.2 lbf)), replace nose L/G leg uplock box (**13GA**).
NOTE: The maximum acceptable force value on control lever (4) of nose L/G leg uplock box (**13GA**) is 3 daN (7 lbf).
 - (f) Couple rod (1) to nose L/G leg uplock box (**13GA**).
 - (g) Safety rod (1) with a new pin (**23310CA015015**).
- (5) Remove the spring scale.
- (6) Check the control adjustment and clearance J between stop (3) and lever (4) (Refer to **TASK 32-32-09-820-801**, paragraph "Control Adjustment").
- (7) Set nose L/G emergency extension control handle (**513GA**) to rest position.
- (8) Check that the hook of nose L/G emergency extension control handle (**513GA**) is in the open position.

5. MAIN LANDING GEAR CONTROLS

Refer to **fig. 3**

A. Lubrication of the MLG controls

- (1) Pull main L/G emergency mechanical extension control handles (**L514GA**) and (**R514GA**).
- (2) Check that each control assembly operates perfectly and without hard point.
CAUTION: DO NOT LUBRICATE SLIDING END-FITTING (1).
- (3) Clean sliding end-fitting (1) of each main L/G emergency extension flexible control (**L515GA**) and (**R515GA**) with a clean and dry cloth. **Do not lubricate.**
- (4) Check the main landing gear unlocking control links for condition:
 - correct tightening of nuts and locknuts,

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- presence of **cotter** pins and lockwashers,
- correct safetying of nuts.

(5) Slightly lubricate the marked points with **lubricating oil** (**fig. 3**, detail A).

(6) Lubricate each bellcrank (2) with **synthetic grease** (**fig. 3**, detail A).

(7) In the main L/G **◆** well

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

(a) Gently pull each main L/G emergency extension flexible control (**L515GA**) and (**R515GA**) by means of bellcranks (4).

CAUTION: DO NOT LUBRICATE SLIDING END-FITTING (3).

(b) Clean sliding end-fitting (3) with a clean and dry cloth. **Do not lubricate.**

(c) Slightly lubricate the marked points with **lubricating oil** (**fig. 3**, detail B).

(d) Return both control handles (**L514GA**) and (**R514GA**) to rest position (using bellcranks (4) as required).

B. Check of the MLG control actuation force

(1) Manually close the hook of LH main L/G leg uplock box (**L7GA**) and main door uplock box (**L14GA**).

(2) Attach the spring scale to LH main L/G emergency mechanical extension control handle (**L514GA**).

(3) Measure the traction force required (≤ 11 daN (25 lbf)) to unlock the hooks (LH landing gear/LH door).

(4) If the force reading is > 11 daN (25 lbf)

(a) Uncouple flexible control (**L515GA**) from bellcrank (4) (**fig. 3**, detail B)

1 Remove and discard the **cotter** pin safetying the castellated nut.

2 Remove the castellated nut.

3 Remove the washer.

4 Remove the screw to uncouple bellcrank (4) from end-fitting (5).

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

(b) Exert traction on the flexible control (**L515GA**) to return main L/G emergency mechanical extension (**L514GA**) to rest position.

(c) Using the spring scale (attached to the control handle) measure the traction force required to actuate the control.

(d) If the force reading is ≤ 8 daN (18 lbf)

1 Uncouple link rod (7) from control lever (8) of main L/G leg uplock box (**L7GA**) (**fig. 3**, detail C)

Remove and discard the **cotter** pin.

For A/C with SB F900EX-299 :

- Remove the washer,

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- remove the straight pin fitted with its washer, to uncouple end-fitting (6) from control lever (8).

For A/C without SB F900EX-299 :

- Remove the castellated nut,
- remove the washer,
- remove the screw, to uncouple end-fitting (6) from control lever (8).

- 2 Check that there is no hard point in the linkage connecting the flexible control (**L515GA**) to main L/G leg uplock box (**L7GA**) and to main door uplock box (**L14GA**).

- 3 If the result is correct

Check the actuating forces on control lever (8) of main L/G uplock box (**L7GA**) (≤ 5 daN (11 lbf)).

- If required, replace main L/G uplock box (**L7GA**).

Check the actuating forces on control lever (10) of main door uplock box (**L14GA**) (≤ 8.75 daN (19.7 lbf) at 80 mm (3.15 in)).

- If required, replace main door uplock box (**L14GA**) (Refer to **TASK 32-12-29-900-801**).

- (e) If the force reading is > 8 daN (18 lbf)

- 1 Uncouple flexible control (**L515GA**) from relay bellcrank (2) (**fig. 3**, detail A).

Remove and discard the **cotter** pin safetying the castellated nut.

Remove the castellated nut.

Remove the washer.

Remove the screw to uncouple relay bellcrank (2) from end-fitting (9).

- 2 Check relay bellcrank (2) for hard points.

- 3 Check the condition of flexible control (**L515GA**).

NOTE: If the required sliding force is excessive, the flexible control protective sheath may be incriminated and can be repaired (Refer to **TASK 20-35-02-910-802**).

- (f) Remove the spring scale.

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

- (5) Exert traction on flexible control (**L515GA**) to return main L/G emergency mechanical extension control handle (**L514GA**) to rest position.

- (6) If uncoupled, couple flexible control (**L515GA**) to relay bellcrank (2) (**fig. 3**, detail A).

- (a) Install the screw to couple relay bellcrank (2) to end-fitting (9).

- (b) Install the washer.

- (c) Fully screw the castellated nut by hand.

- (d) Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.

- (e) Safety the castellated nut with a new **cotter** pin (**MS24665-155**).

- (7) If uncoupled, couple link rod (7) to control lever (8) of main L/G leg uplock box (**L7GA**) (**fig. 3**, detail C)

Effectivity: ALL

Rev. Date: MAR 09/2012

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- (a) For A/C with SB F900EX-299 :
 - install the straight pin fitted with its washer, to couple end-fitting (6) to control lever (8).
- (b) For A/C without SB F900EX-299 :
 - install the screw, to couple end-fitting (6) to control lever (8).
- (c) Manually close the hook of main L/G leg uplock box (**L7GA**).
- (d) Check that clearance J2 is 4.5 to 5 mm (0.17 to 0.19 in) (**fig. 3**, detail C).
- (e) If not, adjust the length of link rod (7).
- (f) Manually open the hook of main L/G leg uplock box (**L7GA**) using control lever (8).
- (g) Install the washer.
- (h) For A/C with SB F900EX-299
 - 1 Safety the straight pin with a new pin (**23310CA015015**).
- (i) For A/C without SB F900EX-299
 - 1 Fully screw the castellated nut by hand.
 - 2 Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.
 - 3 Safety the castellated nut with a new **cotter** pin (**MS24665-155**).
 - 4 Make sure by hand that the screw-nut assembly rotates freely.
- (8) If uncoupled, couple flexible control (**L515GA**) to bellcrank (4) (**fig. 3**, detail B)
 - (a) Install the screw to couple bellcrank (4) to end-fitting (5).
 - (b) Install the washer.
 - (c) Fully screw the castellated nut by hand.
 - (d) Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.
 - (e) Safety the castellated nut with a new **cotter** pin (**MS24665-155**).
 - (f) Manually close the hook of main door uplock box (**L14GA**).
 - (g) Check that clearance J1 is 2 to 2.5 mm (0.08 to 0.10 in) between the roller of bellcrank (4) and control lever (10) of main door uplock box (**L14GA**) (**fig. 3**, detail B).
 - (h) If not, adjust the flexible control ball-joint.
 - (i) Manually open the hook of main door uplock box (**L14GA**) using control lever (10).
- (9) Perform on RH side the same operations as described for the LH side (see paragraph 5.B.).

6. FINAL STEPS

Refer to **fig. 1**

- A. Manually close main L/G doors (**731AB**)/(**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Closing of Main Landing Gear Doors").
- B. In the cockpit
 - (1) Install floor panels (**113EZ**) and (**113FZ**).

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- (2) Remove the "DO NOT OPERATE" safety placard from L/G control lever (**2GA**).
- (3) Remove the circuit breaker lockout from the disengaged "L/G CONTROL" circuit breaker (**1GA**).
- (4) Engage "L/G CONTROL" circuit breaker (**1GA**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

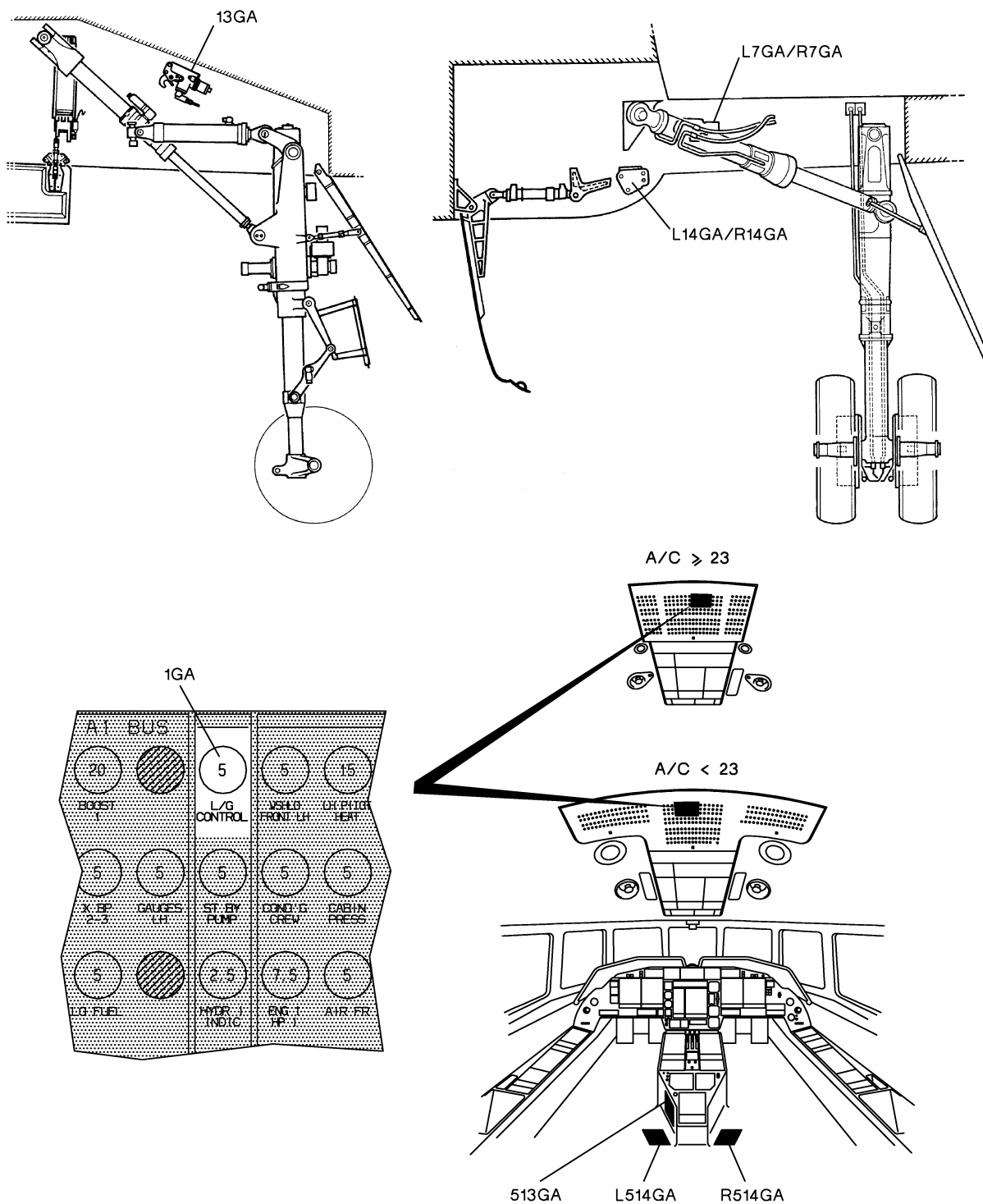
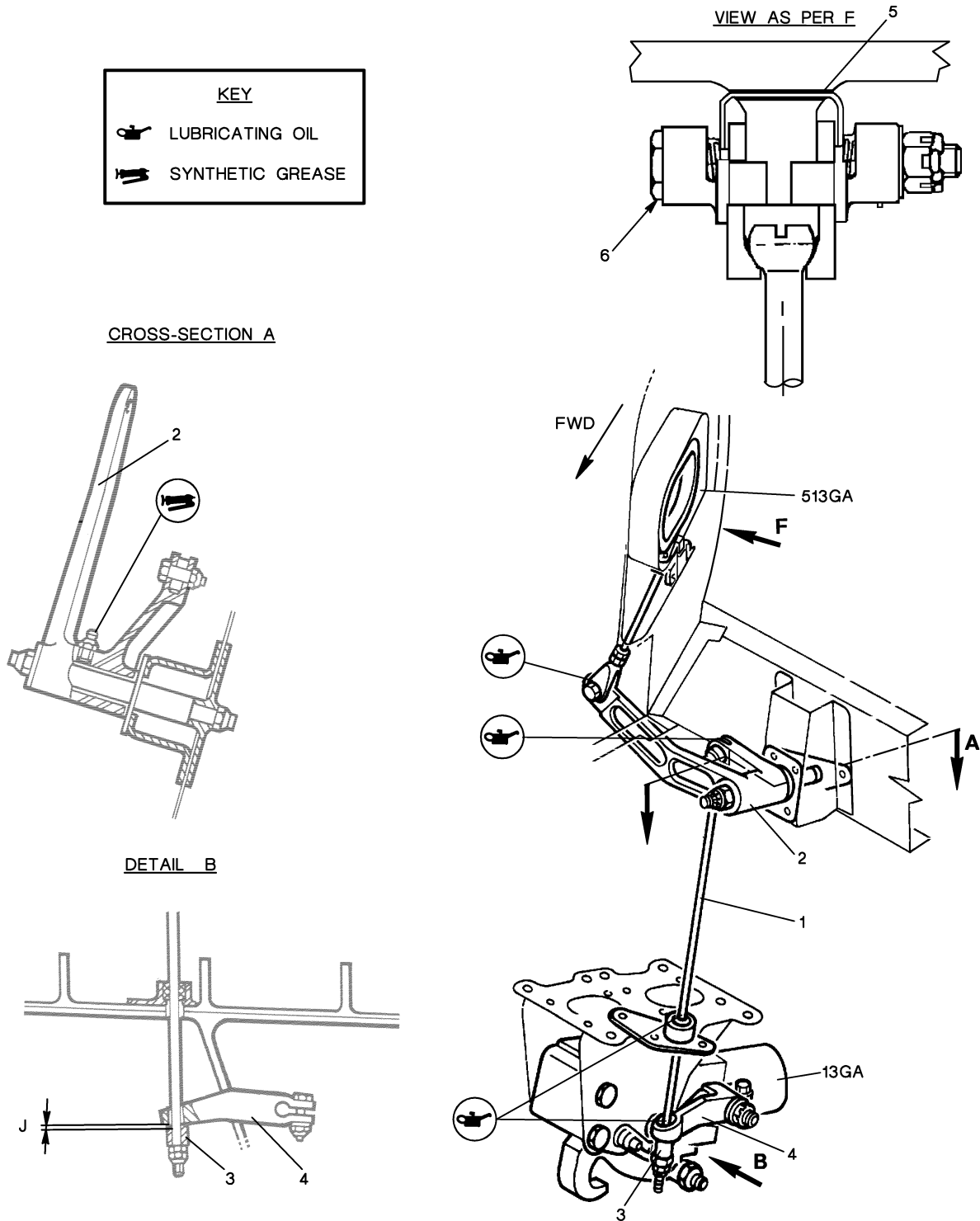


Figure 1: LOCATION OF COCKPIT CONTROLS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

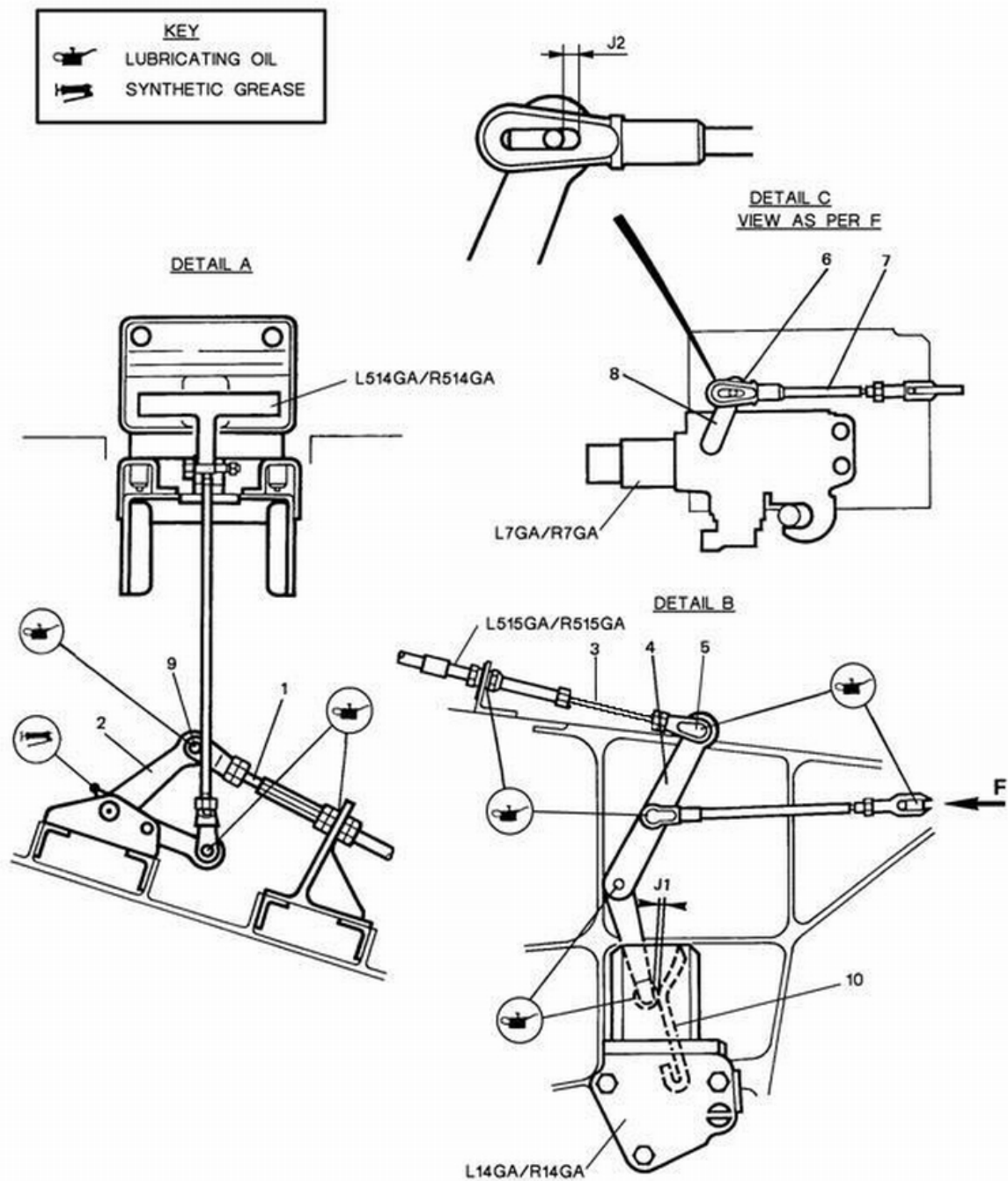


Figure 3: MAIN LANDING GEAR AND DOOR CONTROLS

Project No: **BDHRN002**Job Card No **0051**

Notif.No.: 10049102

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 MLG Mech Emer Release Cntrl**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

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

113EZ,113FZ,113HZ,731AB,741AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069339 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: 32-32-00-640-801

Operator Code: 32-32-00-640-801-04

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.: **32-32-00-640-801-04**

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
------	------	-----------------------

**>32-32-00-640-801-04 CHECK OF THE MAIN LANDING GEAR (MLG) MECHANICAL
EMERGENCY RELEASE CONTROL ACTUATION FORCE**

REMARKS : _____

AMM 32-32-00-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 32-32-00-640-801 SERVICING OF THE LANDING GEAR MECHANICAL EMERGENCY RELEASE CONTROL

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|------------------------------------------|
| • 32-32-00-640-801-01 | Lubrication of the NLG control |
| • 32-32-00-640-801-02 | Check of the NLG control actuation force |
| • 32-32-00-640-801-03 | Lubrication of the MLG controls |
| • 32-32-00-640-801-04 | Check of the MLG control actuation force |

NOTE: It is recommended to apply SB F900EX-299 when performing this procedure.

2. LOGISTICS

A. References

Reference	Designation
• 20-35-02-910-802	GENERAL INSTRUCTIONS AND REPAIR APPLICABLE TO "TELEFORCE" FLEXIBLE CONTROL CABLES
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS
• 32-12-29-900-801	REMOVAL / INSTALLATION OF THE MLG DOOR UPLOCK BOXES
• 32-32-09-820-801	ADJUSTMENT OF THE NLG MECHANICAL EMERGENCY RELEASE CONTROL CABLE

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TO-20-040	SPRING SCALE - CAPACITY 25 DAN (60 LBF)	

C. Ingredients and Consumable Products

Designation	Additional designation
• LUBRICATING OIL	
• SYNTHETIC GREASE	MIL-PRF-81322

D. Additional Spare Parts

Reference	Designation	Quantity
• MS24665-155	COTTER PIN	6
• 23310CA015015	PIN	3

E. Access

Reference	Designation
• 113EZ	COCKPIT FLOOR
• 113FZ	COCKPIT FLOOR
• 113HZ	COCKPIT FLOOR
• 731AB	LH MLG MAIN DOOR

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- **741AB** RH MLG MAIN DOOR
- **PAX** PASSENGER DOOR

F. Miscellaneous

- CLEAN AND DRY CLOTH (LOCAL MANUFACTURE)

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. In the cockpit

- (1) Disengage "L/G CONTROL" circuit breaker (**1GA**).
- (2) Safety disengaged "L/G CONTROL" circuit breaker (**1GA**) with a circuit breaker lockout.
- (3) Place a "DO NOT OPERATE" safety placard on L/G control lever (**2GA**).
- (4) Remove floor panels (**113EZ**), (**113FZ**) and (**113HZ**).

- B. Manually open main L/G doors (**731AB**)/(**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Manual Opening of Main Landing Gear Doors").

4. NOSE LANDING GEAR CONTROL

Refer to **fig. 2**

A. Check of the control handle installation

- (1) Check that spring (5) is installed outside nose L/G emergency extension control handle (**513GA**) so that it pulls nose L/G emergency extension control handle (**513GA**) into its recess (**fig. 2**, view as per F).
- (2) Check that bolt head (6) faces forward (**fig. 2**, view as per F).

B. Lubrication of the NLG control

- (1) Pull nose L/G emergency extension control handle (**513GA**).
- (2) Check that the linkage operates perfectly and without hard point.
- (3) Check the nose landing gear unlocking control links for condition:
 - correct tightening of nuts and locknuts,
 - presence of **cotter** pins and lockwashers,
 - correct safetying of nuts.
- (4) Clean rod (1) using a clean and dry cloth.
- (5) Slightly lubricate rod (1) with **lubricating oil**.
- (6) Slightly lubricate the linkage pins and the pressure seal marked on the figure with **lubricating oil**.
- (7) Lubricate the pin of bellcrank (2) with **synthetic grease** (**fig. 2**, cross-section A).
- (8) Set nose L/G emergency extension control handle (**513GA**) to rest position.

C. Check of the NLG control actuation force

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- (1) Manually close the hook of nose L/G leg uplock box (**13GA**).
- (2) Attach the spring scale to nose L/G emergency extension control handle (**513GA**).
- (3) Measure the traction force required (≤ 2.5 daN (5.6 lbf)) to unlock the hook of nose L/G leg uplock box (**13GA**).
- (4) If the obtained force reading is > 2.5 daN (5.6 lbf):
 - (a) Uncouple rod (1) from nose L/G leg uplock box (**13GA**).
 - (b) Check the control linkage for hard points.
 - (c) Check that the actuation force, by pulling nose L/G emergency extension control handle (**513GA**) is ≤ 1 daN (2.2 lbf).
 - (d) If the force is > 1 daN (2.2 lbf):
 - 1 Remove the linkage and bellcrank (2).
 - 2 Clean and lubricate the linkage assembly with **lubricating oil**.
 - 3 Suppress the friction spots, if any.
NOTE: If required, replace the defective element with a new one.
 - 4 Install the linkage and bellcrank (2).
 - (e) If the above force is correct (≤ 1 daN (2.2 lbf)), replace nose L/G leg uplock box (**13GA**).
NOTE: The maximum acceptable force value on control lever (4) of nose L/G leg uplock box (**13GA**) is 3 daN (7 lbf).
 - (f) Couple rod (1) to nose L/G leg uplock box (**13GA**).
 - (g) Safety rod (1) with a new pin (**23310CA015015**).
- (5) Remove the spring scale.
- (6) Check the control adjustment and clearance J between stop (3) and lever (4) (Refer to **TASK 32-32-09-820-801**, paragraph "Control Adjustment").
- (7) Set nose L/G emergency extension control handle (**513GA**) to rest position.
- (8) Check that the hook of nose L/G emergency extension control handle (**513GA**) is in the open position.

5. MAIN LANDING GEAR CONTROLS

Refer to **fig. 3**

A. Lubrication of the MLG controls

- (1) Pull main L/G emergency mechanical extension control handles (**L514GA**) and (**R514GA**).
- (2) Check that each control assembly operates perfectly and without hard point.
CAUTION: DO NOT LUBRICATE SLIDING END-FITTING (1).
- (3) Clean sliding end-fitting (1) of each main L/G emergency extension flexible control (**L515GA**) and (**R515GA**) with a clean and dry cloth. **Do not lubricate.**
- (4) Check the main landing gear unlocking control links for condition:
 - correct tightening of nuts and locknuts,

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- presence of **cotter** pins and lockwashers,
- correct safetying of nuts.

(5) Slightly lubricate the marked points with **lubricating oil** (**fig. 3**, detail A).

(6) Lubricate each bellcrank (2) with **synthetic grease** (**fig. 3**, detail A).

(7) In the main L/G **◆** well

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

(a) Gently pull each main L/G emergency extension flexible control (**L515GA**) and (**R515GA**) by means of bellcranks (4).

CAUTION: DO NOT LUBRICATE SLIDING END-FITTING (3).

(b) Clean sliding end-fitting (3) with a clean and dry cloth. **Do not lubricate.**

(c) Slightly lubricate the marked points with **lubricating oil** (**fig. 3**, detail B).

(d) Return both control handles (**L514GA**) and (**R514GA**) to rest position (using bellcranks (4) as required).

B. Check of the MLG control actuation force

(1) Manually close the hook of LH main L/G leg uplock box (**L7GA**) and main door uplock box (**L14GA**).

(2) Attach the spring scale to LH main L/G emergency mechanical extension control handle (**L514GA**).

(3) Measure the traction force required (≤ 11 daN (25 lbf)) to unlock the hooks (LH landing gear/LH door).

(4) If the force reading is > 11 daN (25 lbf)

(a) Uncouple flexible control (**L515GA**) from bellcrank (4) (**fig. 3**, detail B)

1 Remove and discard the **cotter** pin safetying the castellated nut.

2 Remove the castellated nut.

3 Remove the washer.

4 Remove the screw to uncouple bellcrank (4) from end-fitting (5).

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

(b) Exert traction on the flexible control (**L515GA**) to return main L/G emergency mechanical extension (**L514GA**) to rest position.

(c) Using the spring scale (attached to the control handle) measure the traction force required to actuate the control.

(d) If the force reading is ≤ 8 daN (18 lbf)

1 Uncouple link rod (7) from control lever (8) of main L/G leg uplock box (**L7GA**) (**fig. 3**, detail C)

Remove and discard the **cotter** pin.

For A/C with SB F900EX-299 :

- Remove the washer,

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- remove the straight pin fitted with its washer, to uncouple end-fitting (6) from control lever (8).

For A/C without SB F900EX-299 :

- Remove the castellated nut,
- remove the washer,
- remove the screw, to uncouple end-fitting (6) from control lever (8).

- 2 Check that there is no hard point in the linkage connecting the flexible control (**L515GA**) to main L/G leg uplock box (**L7GA**) and to main door uplock box (**L14GA**).

- 3 If the result is correct

Check the actuating forces on control lever (8) of main L/G uplock box (**L7GA**) (≤ 5 daN (11 lbf)).

- If required, replace main L/G uplock box (**L7GA**).

Check the actuating forces on control lever (10) of main door uplock box (**L14GA**) (≤ 8.75 daN (19.7 lbf) at 80 mm (3.15 in)).

- If required, replace main door uplock box (**L14GA**) (Refer to **TASK 32-12-29-900-801**).

- (e) If the force reading is > 8 daN (18 lbf)

- 1 Uncouple flexible control (**L515GA**) from relay bellcrank (2) (**fig. 3**, detail A).

Remove and discard the **cotter** pin safetying the castellated nut.

Remove the castellated nut.

Remove the washer.

Remove the screw to uncouple relay bellcrank (2) from end-fitting (9).

- 2 Check relay bellcrank (2) for hard points.

- 3 Check the condition of flexible control (**L515GA**).

NOTE: If the required sliding force is excessive, the flexible control protective sheath may be incriminated and can be repaired (Refer to **TASK 20-35-02-910-802**).

- (f) Remove the spring scale.

CAUTION: DO NOT USE THE CONTROL HANDLES IN THE COCKPIT.

- (5) Exert traction on flexible control (**L515GA**) to return main L/G emergency mechanical extension control handle (**L514GA**) to rest position.

- (6) If uncoupled, couple flexible control (**L515GA**) to relay bellcrank (2) (**fig. 3**, detail A).

- (a) Install the screw to couple relay bellcrank (2) to end-fitting (9).

- (b) Install the washer.

- (c) Fully screw the castellated nut by hand.

- (d) Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.

- (e) Safety the castellated nut with a new **cotter** pin (**MS24665-155**).

- (7) If uncoupled, couple link rod (7) to control lever (8) of main L/G leg uplock box (**L7GA**) (**fig. 3**, detail C)

Effectivity: ALL

Rev. Date: MAR 09/2012

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- (a) For A/C with SB F900EX-299 :
 - install the straight pin fitted with its washer, to couple end-fitting (6) to control lever (8).
- (b) For A/C without SB F900EX-299 :
 - install the screw, to couple end-fitting (6) to control lever (8).
- (c) Manually close the hook of main L/G leg uplock box (**L7GA**).
- (d) Check that clearance J2 is 4.5 to 5 mm (0.17 to 0.19 in) (**fig. 3**, detail C).
- (e) If not, adjust the length of link rod (7).
- (f) Manually open the hook of main L/G leg uplock box (**L7GA**) using control lever (8).
- (g) Install the washer.
- (h) For A/C with SB F900EX-299
 - 1 Safety the straight pin with a new pin (**23310CA015015**).
- (i) For A/C without SB F900EX-299
 - 1 Fully screw the castellated nut by hand.
 - 2 Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.
 - 3 Safety the castellated nut with a new cotter pin (**MS24665-155**).
 - 4 Make sure by hand that the screw-nut assembly rotates freely.
- (8) If uncoupled, couple flexible control (**L515GA**) to bellcrank (4) (**fig. 3**, detail B)
 - (a) Install the screw to couple bellcrank (4) to end-fitting (5).
 - (b) Install the washer.
 - (c) Fully screw the castellated nut by hand.
 - (d) Unscrew so as to line up a locking notch of the castellated nut with the hole in the axle.
 - (e) Safety the castellated nut with a new cotter pin (**MS24665-155**).
 - (f) Manually close the hook of main door uplock box (**L14GA**).
 - (g) Check that clearance J1 is 2 to 2.5 mm (0.08 to 0.10 in) between the roller of bellcrank (4) and control lever (10) of main door uplock box (**L14GA**) (**fig. 3**, detail B).
 - (h) If not, adjust the flexible control ball-joint.
 - (i) Manually open the hook of main door uplock box (**L14GA**) using control lever (10).
- (9) Perform on RH side the same operations as described for the LH side (see paragraph 5.B.).

6. FINAL STEPS

Refer to **fig. 1**

- A. Manually close main L/G doors (**731AB**)/(**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Closing of Main Landing Gear Doors").
- B. In the cockpit
 - (1) Install floor panels (**113EZ**) and (**113FZ**).

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- (2) Remove the "DO NOT OPERATE" safety placard from L/G control lever (**2GA**).
- (3) Remove the circuit breaker lockout from the disengaged "L/G CONTROL" circuit breaker (**1GA**).
- (4) Engage "L/G CONTROL" circuit breaker (**1GA**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

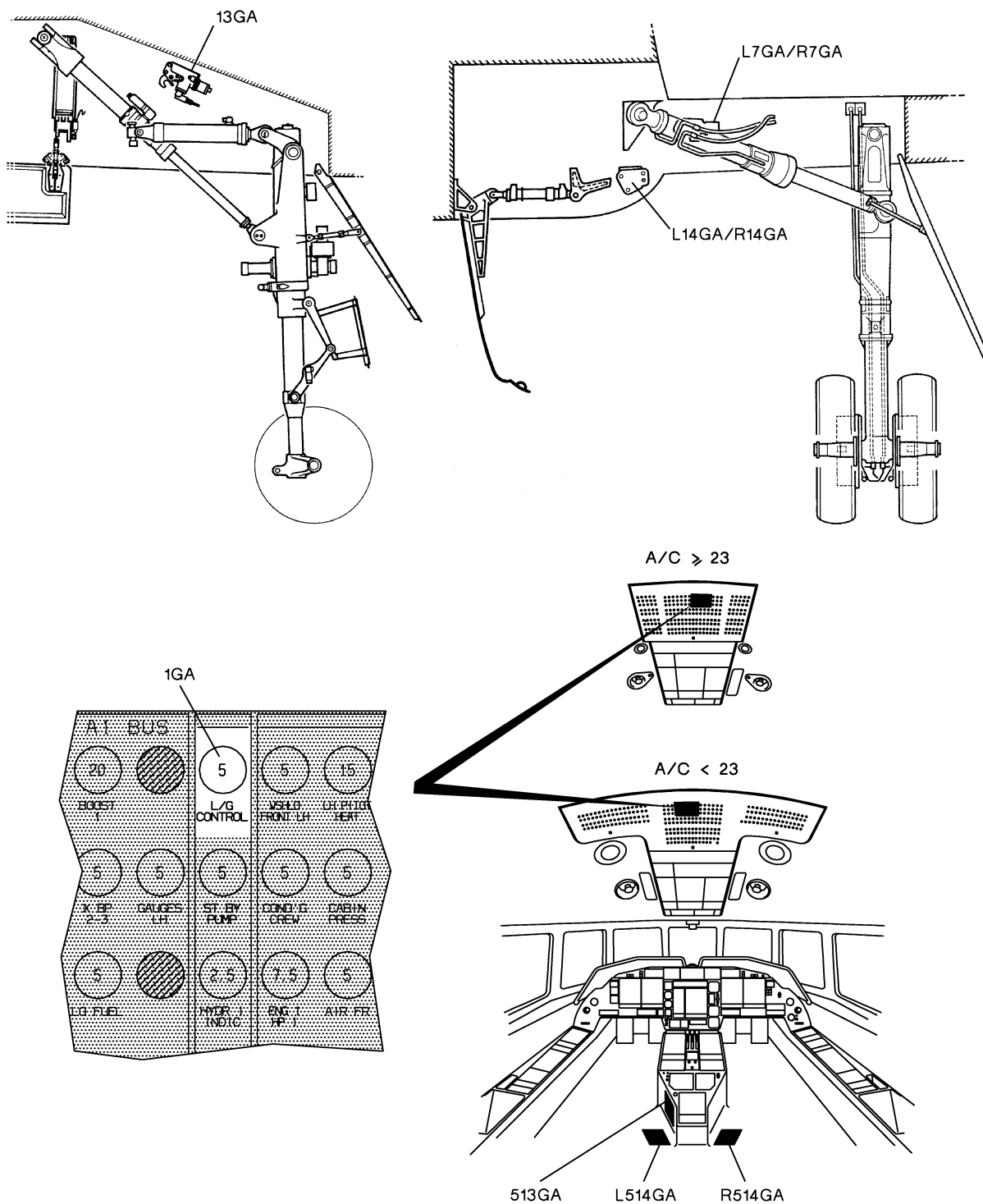


Figure 1: LOCATION OF COCKPIT CONTROLS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

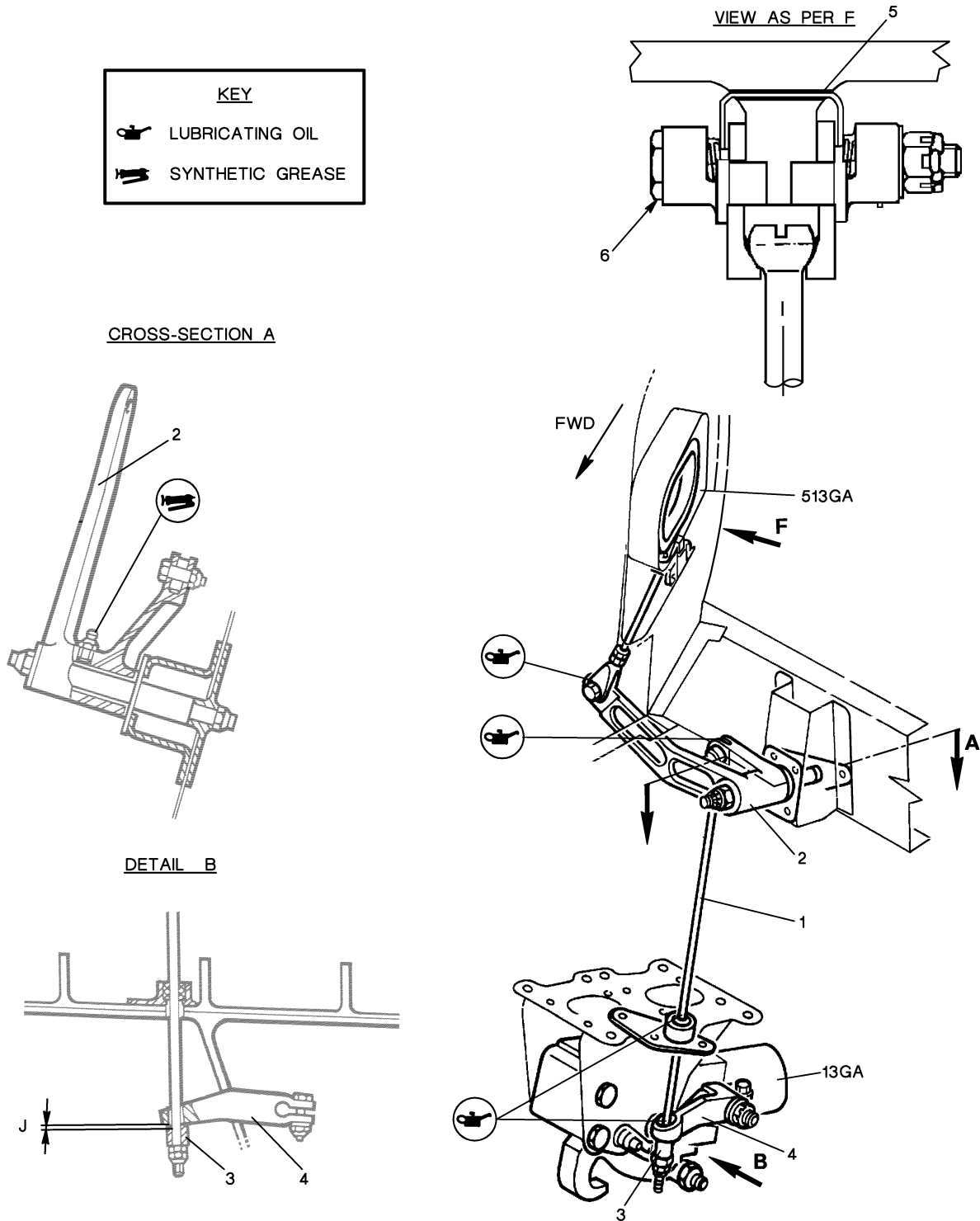


Figure 2: NOSE LANDING GEAR CONTROL

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

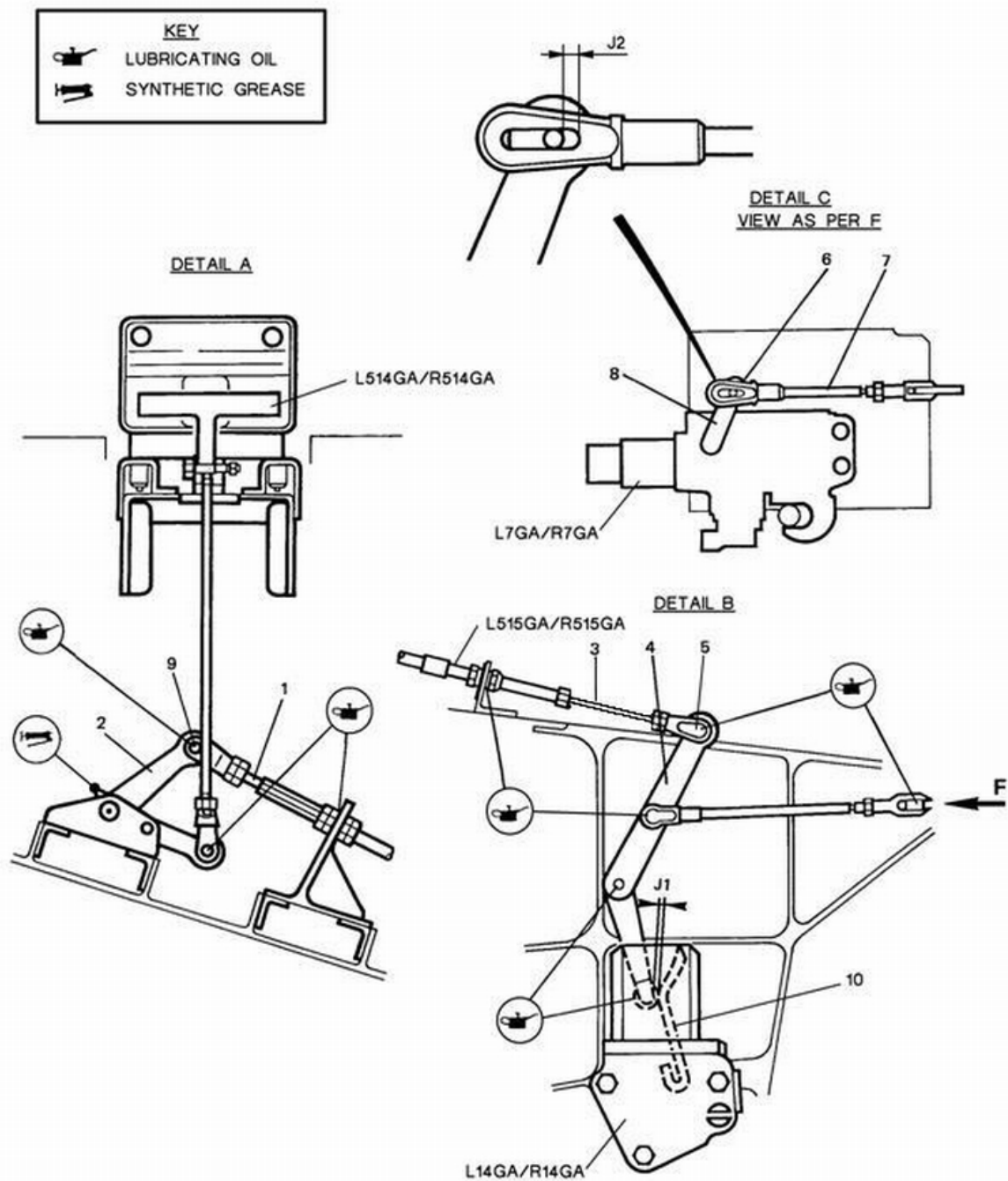


Figure 3: MAIN LANDING GEAR AND DOOR CONTROLS

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

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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
------	------	-----------------------

**>53-80-00-200-801- CHECK OF THE FUSELAGE CONDENSATION AND STREAM
01 WATER DRAINS**

REMARKS : _____

AMM 53-80-00-200-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

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

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- 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**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

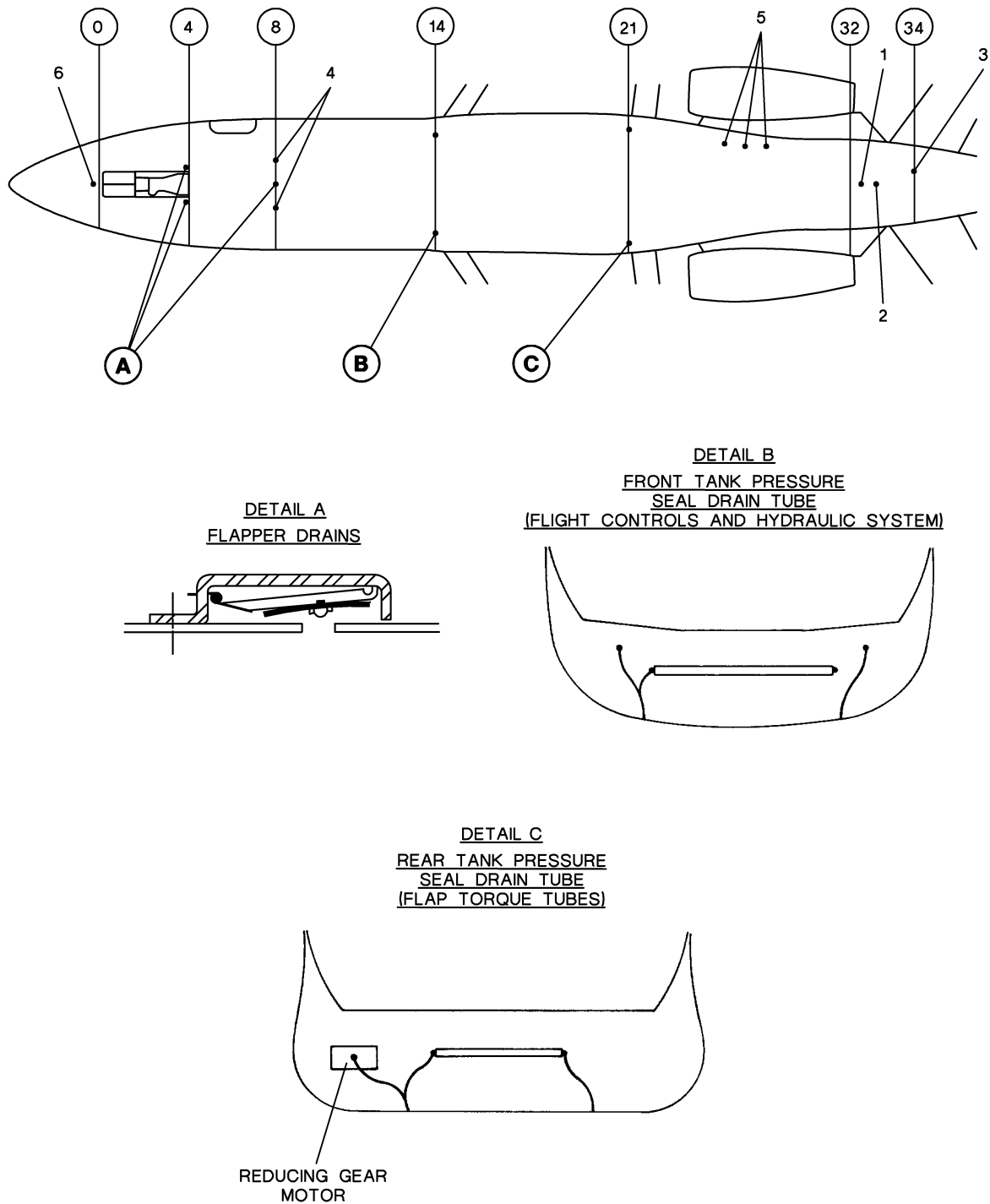
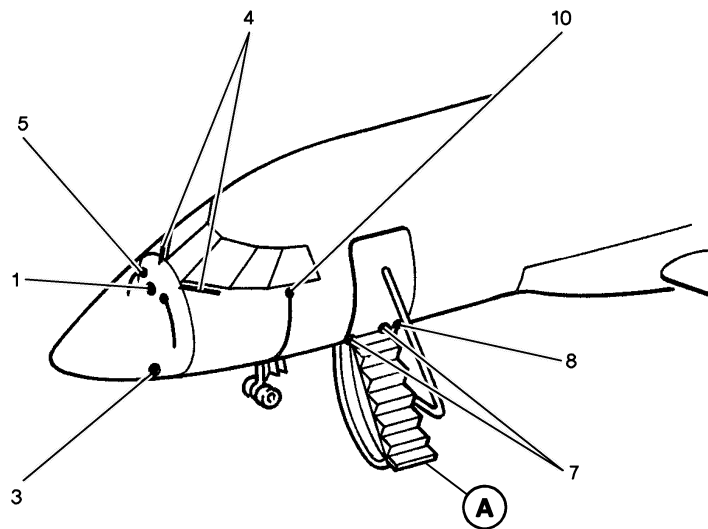


Figure 1: CONDENSATION AND STREAM WATER DRAINS - LOCATION (1/5)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



DETAIL A

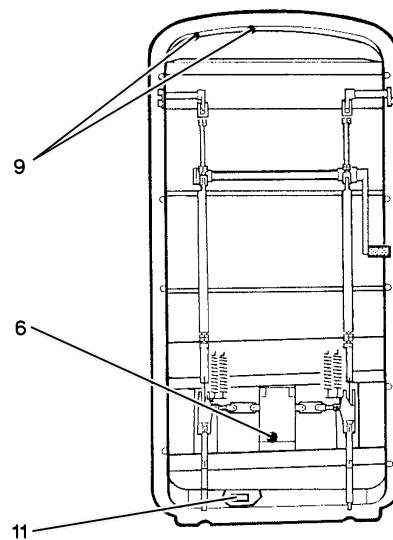


Figure 2: CONDENSATION AND STREAM WATER DRAINS - LOCATION (2/5)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

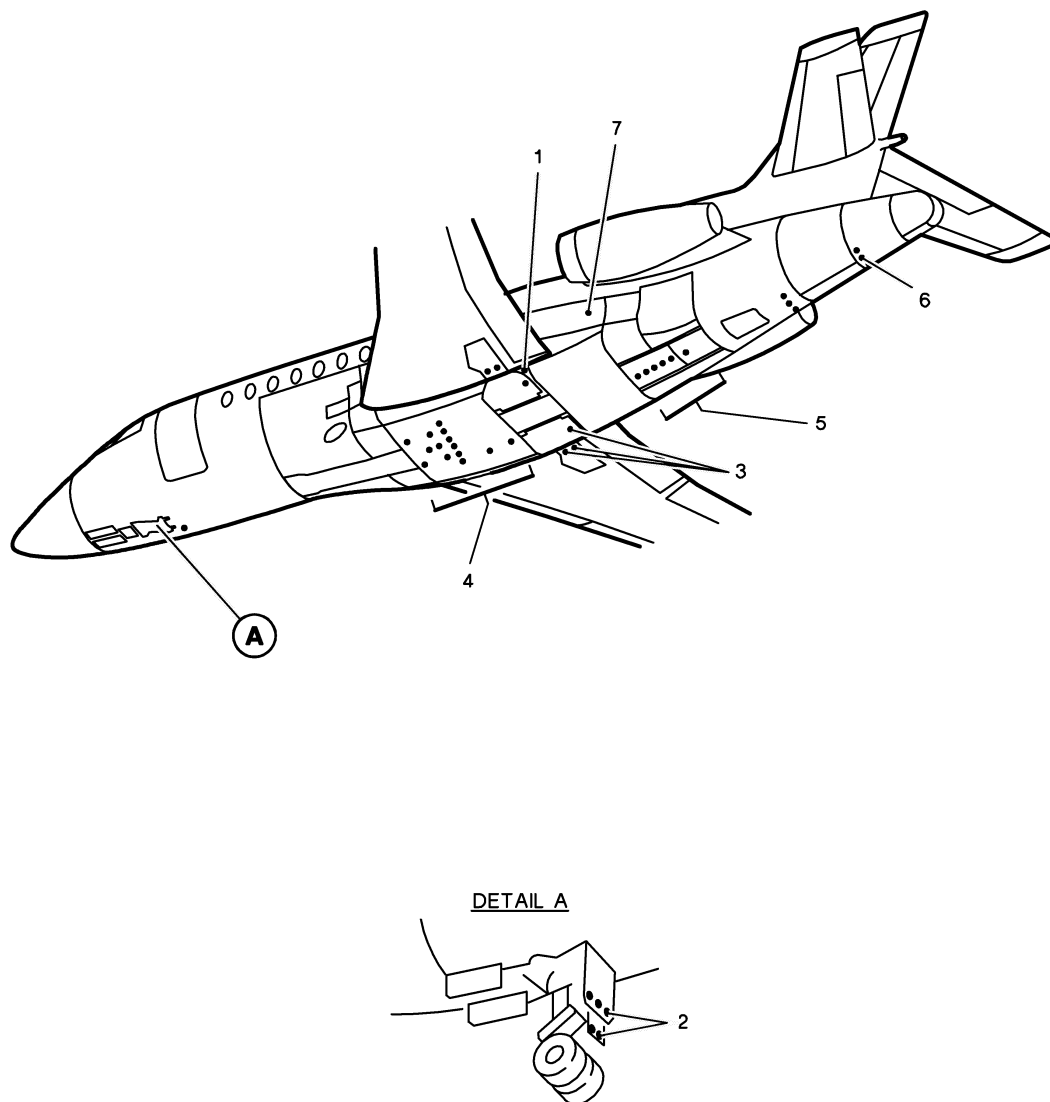


Figure 3: CONDENSATION AND STREAM WATER DRAINS - LOCATION (3/5)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

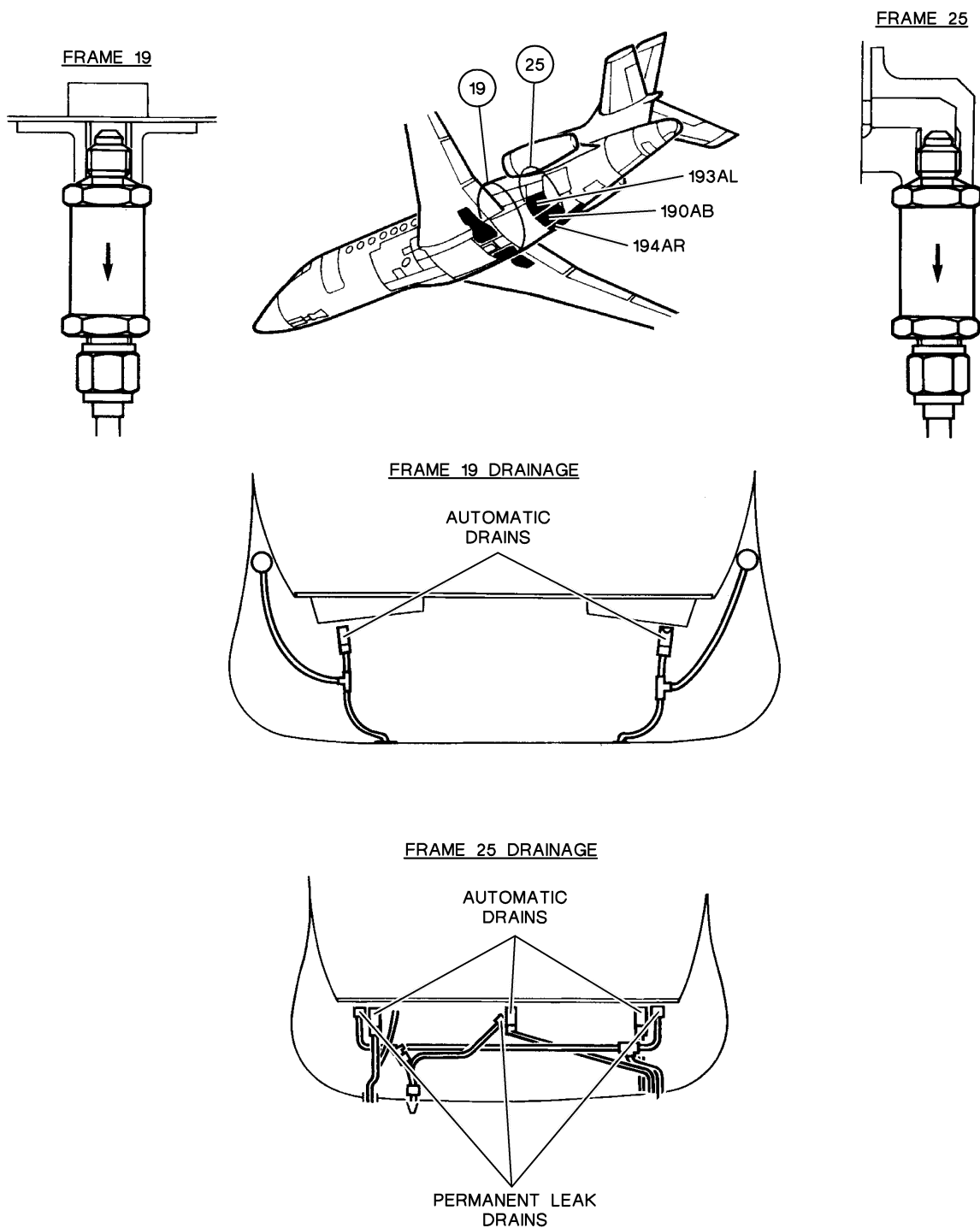


Figure 4: CONDENSATION AND STREAM WATER DRAINS - LOCATION (4/5)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

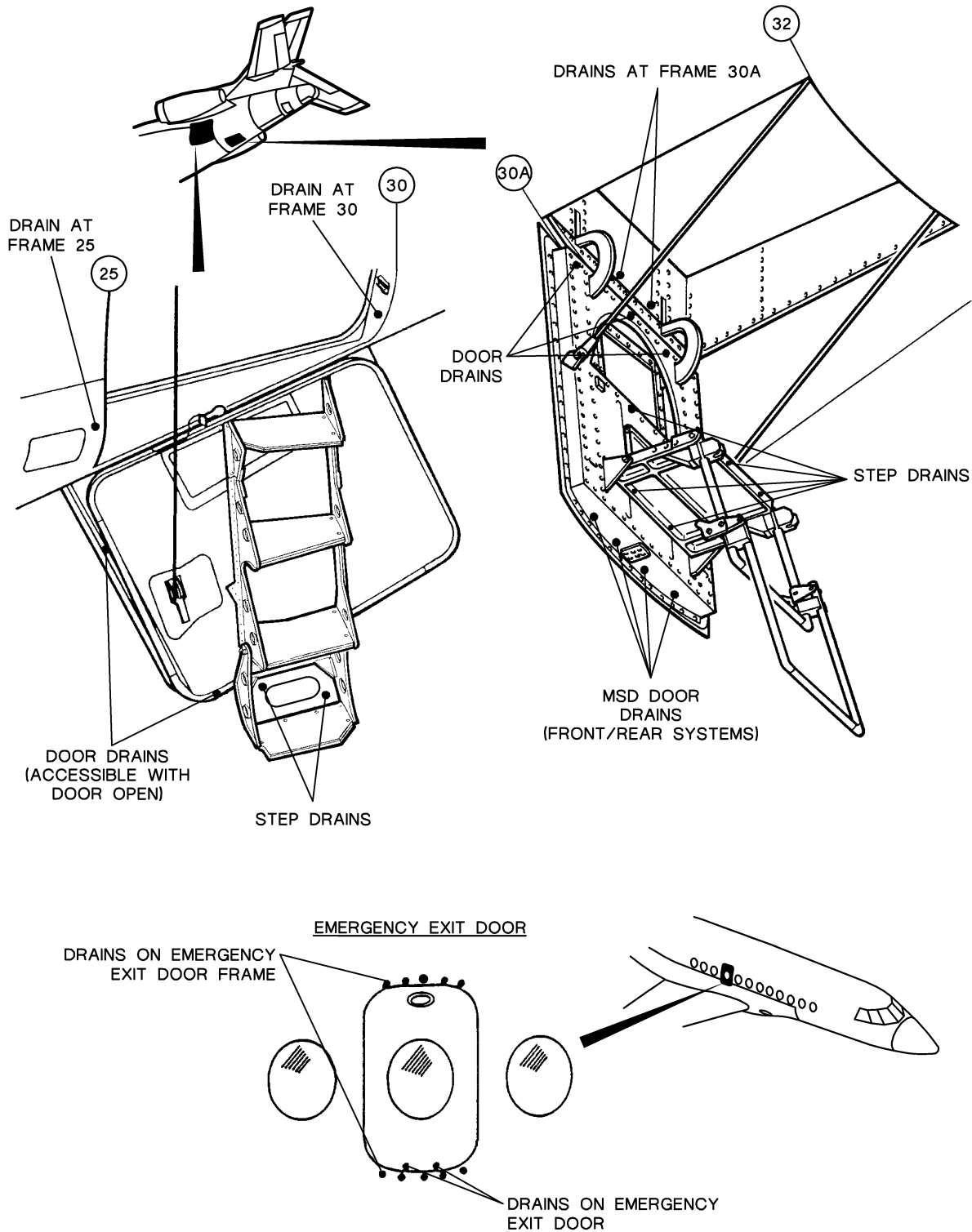


Figure 5: CONDENSATION AND STREAM WATER DRAINS - LOCATION (5/5)

Project No: **BDHRN002**Job Card No **0053**

Notif.No.: 10049031

Activity: **1001**

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 Closing & Sealing Of Trash Cans

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069254 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: 25-00-09-200-801

Operator Code: 25-00-09-200-801-01

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.: **25.090**
 Serial No.: **096** Model: **FALCON 900EX** **PKG # 2 2A INSPECTION**
 Reg No.: **D-AHRN** Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

AD 1974-08-09 R3 LAVATORY PAPER OR LINEN WASTE RECEPTACLE FIRE PREVENTION

Amendement No: 39-9680 Effective Date: 28-MAR-2012 Next Compliance Due Date Hours/Other: _____

☐ COMPLIED WITH ☐ DECLINED ☐ DEFERRED ☐ NOT APPLICABLE

*All text added to the "Note" field will be presented as part of the MOC selection through the application.
 Ex: MOC of "Complied With" and a Note of "At Manufacture" will display as "Complied With - At Manufacture"*

Compliance Note: _____

TECH _____ INSP _____ LABOR-HRS
HRS.THS _____

>25-00-09-200-801- ☐ CHECK OF THE CLOSING AND SEALING OF TRASH CANS
01

REMARKS : _____

990010 AD74-08-09 REV2,
 AMM 25-00-09-200-801 AMEND. 39-9680

25-90-17-200-801-01S ☐ INSPECTION OF THE TRASH CONTAINER AND LID SEAL
 (INCLUDING FIRE CONTAINMENT AND SELF EXTINGUISHING
 CHARACTERISTICS)

SMM 25-90-17-200-801 REMARKS : _____

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-0956; Directorate Identifier 2010-NM-018-AD; Amendment 39-16951; AD 74-08-09 R3]

RIN 2120-AA64

Airworthiness Directives; Various Transport Category Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are revising an existing airworthiness directive (AD) for transport category airplanes that have one or more lavatories equipped with paper or linen waste receptacles. That AD currently requires installation of placards prohibiting smoking in the lavatory and disposal of cigarettes in the lavatory waste receptacles; establishment of a procedure to announce to airplane occupants that smoking is prohibited in the lavatories; installation of ashtrays at certain locations; and repetitive inspections to ensure that lavatory waste receptacle doors operate correctly. This new AD extends the time an airplane may be operated with certain missing ashtrays. This AD was prompted by the determination that certain compliance times required by the existing AD could be extended and still address fires occurring in lavatories caused by, among other things, the improper disposal of smoking materials in lavatory waste receptacles. We are issuing this AD to correct this unsafe condition on these products.

DATES: This AD is effective March 28, 2012.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Alan Sinclair, Aerospace Engineer, Airframe/Cabin Safety Branch, ANM-115, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-227-2195; fax: 425-227-1232.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to revise AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996). That AD applies to the specified products. The NPRM published in the Federal Register on October 6, 2010 (75 FR 61657). That NPRM proposed to continue to require installation of placards prohibiting smoking in the lavatory and disposal of cigarettes in the lavatory waste receptacles; establishment of a procedure to announce to airplane occupants that smoking is prohibited in the lavatories; installation of ashtrays at certain locations; and repetitive inspections to ensure that lavatory waste receptacle doors operate correctly. That NPRM also proposed to extend the time an airplane may be operated with certain missing ashtrays.

Comments

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the NPRM (75 FR 61657, October 6, 2010) proposal and the FAA's response to each comment.

Support for the NPRM

Air Line Pilots Association, International (ALPA), Boeing, and Air Transport Association (ATA) supported the intent of the NPRM (75 FR 61657, October 6, 2010).

Request to Credit MPD Task Cards

MNG Airlines reported that some airplane manufacturers' maintenance planning documents (MPDs) include the requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996), in a task card, which the operators add to their own MPDs for their fleet. The commenter requested that we revise the NPRM (75 FR 61657, October 6, 2010) by indicating that, if a manufacturer's and operator's MPDs cover a task card, the AD requirements are automatically satisfied.

We disagree with the request. Operators determine how to track the implementation and compliance of the AD requirements for their fleet. We do not consider it appropriate to include AD provisions that apply only to certain operators. It is not necessary to change the final rule to include this provision.

Request To Clarify Relief Provisions

ATA recommended that we simplify and clarify the proposed relief provisions for airplanes having multiple lavatory doors. For those airplanes, ATA recommended that we revise the NPRM (75 FR 61657, October 6, 2010) to provide MMEL (Master Minimum Equipment List) relief for up to—and including—50 percent of the ashtrays for 10 days. (The NPRM specified only “up to” 50 percent of the ashtrays.) ATA noted that this recommendation would (1) Remove the proposed requirement to replace half of the missing ashtrays within 3 days; (2) provide a level of safety equal to or exceeding the level proposed for airplanes having only one

lavatory door; (3) simplify the management and oversight of MMEL relief by operators and FAA inspectors; and (4) clarify that the phrase “up to” includes 50 percent, which would eliminate differing interpretations.

We have reviewed the ATA proposal. While we agree that the proposal has merit, we find that it does not account for all possible scenarios. Paragraph (j) of the AD allows 3 days to install any ashtrays if more than 50 percent of the ashtrays are missing. The commenter's proposed change, on the other hand, could ground airplanes: If, for example, 2 of 2 ashtrays are missing, 1 ash tray must be installed before further flight. We have therefore not changed the final rule regarding this issue. But, according to the provisions of paragraph (m) of this AD, we may approve requests to adjust the compliance schedule if the request includes data substantiating that the new schedule would provide an acceptable level of safety.

Request To Revise Compliance Time

Thomas Edward Young requested that we clarify paragraph (j) of the NPRM (75 FR 61657, October 6, 2010) to address the case of a single ashtray missing on an airplane with multiple lavatory door ashtrays. Mr. Young provided alternative text to address this situation.

We disagree with the request. Paragraph (j) of this AD adequately covers the scenario described by the commenter. We have not changed the final rule regarding this issue.

Request To Clarify Proposed Changes

ALPA requested clarification of the relief proposed in the NPRM (75 FR 61657, October 6, 2010) for two possible scenarios.

First, ALPA was concerned about possible confusion of the AD requirements for airplanes with an odd number of multiple lavatory doors with missing or inoperative ashtrays. In this case, the 50 percent criteria specified in the AD would result in a fractional number. ALPA therefore suggested that we revise the NPRM (75 FR 61657, October 6, 2010) to ensure that a fractional number of ashtrays be rounded to the next higher whole number.

Second, ALPA noted that, if there are groups of lavatories in multiple locations throughout an airplane, compliance with the proposed requirements aircraft-wide could result in all of the ashtrays in a group being missing or inoperative. To ensure that the required extinguishing capability is retained, ALPA therefore recommended an additional requirement to ensure that at least one lavatory door in each group of lavatories has a serviceable ashtray.

We disagree with the requests, although we considered both recommendations during the drafting of this revision of the AD. We determined that the commenter's first recommendation (to address airplanes with an odd number of missing ashtrays) would have only added to the complexity of the AD. If the calculation of ashtrays needing to be replaced results in a fractional number, operators will need to round up this figure. The only way to replace 2.5 ashtrays, for example, is to replace 3 ashtrays. We find that additional clarification is not necessary.

We determined that the commenter's second recommendation (to address airplanes with all ashtrays missing in a group of lavatories) would have resulted in confusing and overly complicated requirements. The AD's more simplified approach adequately addresses the unsafe condition.

We have not changed the AD regarding these issues.

Conclusion

We reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting the AD as proposed.

Costs of Compliance

This action merely extends a certain compliance time and does not add any new additional economic burden on affected operators. The relief provided by this AD allows operators to continue to operate airplanes without the required number of ashtrays for a longer period of time than was previously permitted. This results in reduced costs to affected operators since it reduces the potential interruptions in service to reinstall the ashtrays. The current costs associated with this AD are provided below for the convenience of affected operators. The following table provides the estimated costs for U.S. operators to comply with this AD.

Estimated Costs

Action	Work hours	Average labor rate per hour	Parts	Cost per airplane
Placard installations	1	\$85	Negligible	\$85
Inspections	2	\$85	\$0	\$170 per inspection cycle

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by removing airworthiness directive (AD) 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996), and adding the following new AD:



74-08-09 R3 Transport category airplanes: Amendment 39-16951; Docket No. FAA-2010-0956; Directorate Identifier 2010-NM-018-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 28, 2012.

(b) Affected ADs

This AD revises AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996).

(c) Applicability

This AD applies to transport category airplanes, certificated in any category, that have one or more lavatories equipped with paper or linen waste receptacles. These lavatories may be on various airplanes, identified in but not limited to the airplanes of the manufacturers included in table 1 of this AD.

Table 1—Affected Airplanes

Airplane manufacturer
328 Support Services GmbH (Type Certificate previously held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH)
AEROSPATIALE (Societe Nationale Industrielle Aerospatiale)
Airbus
ATR – GIE Avions de Transport Régional
BAE Systems (Operations) Limited
The Boeing Company
Bombardier, Inc.
British Aerospace Regional Aircraft
Cessna Aircraft Company
DASSAULT AVIATION
EADS CASA (Type Certificate previously held by Construcciones Aeronauticas, S.A.)
Empresa Brasileira de Aeronautica S.A. (EMBRAER)
Fokker Services B.V.
Gulfstream Aerospace Corporation

Gulfstream Aerospace LP (Type Certificate previously held by Israel Aircraft Industries, Ltd.)

Hamburger Flugzeugbau GmbH

Hawker Beechcraft Corporation (Type Certificate previously held by Raytheon Aircraft Company; Beech Aircraft Corporation)

Israel Aircraft Industries, Ltd.

Learjet Inc.

Lockheed Aircraft Corporation

Lockheed Martin Corporation / Lockheed Martin Aeronautics Company

Maryland Air Industries, Inc.

McDonnell Douglas Corporation

Mitsubishi Heavy Industries, Ltd.

Saab AB, Saab Aerosystems

Sabreliner Corporation

Short Brothers PLC

Vickers-Armstrongs (Aircraft Limited)

Viking Air Limited (Type Certificate previously held by Bombardier, Inc.)

(d) Subject

Air Transport Association (ATA) of America Code 25: Equipment/furnishings.

(e) Unsafe Condition

This revision to the AD (AD 74-08-09 R2 (61 FR 32318, June 24, 1996)) was prompted by the determination that certain compliance times required by the existing AD may be extended and still address fires occurring in lavatories caused by, among other things, the improper disposal of smoking materials in lavatory waste receptacles. This revision to the AD would continue to prevent possible fires that could result from smoking materials being dropped into lavatory paper or linen waste receptacles.

(f) Compliance

You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

(g) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996): Placard Installation

Within 60 days after August 6, 1974 (the effective date of AD 74-08-09, Amendment 39-1917 (39 FR 28229, August 6, 1974)), or before the accumulation of any time in service on a new production aircraft after delivery, whichever occurs later—except that new production aircraft may be flown in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to a base where compliance may be accomplished: Accomplish the requirements of paragraphs (g)(1) and (g)(2) of this AD.

(1) Install a placard on each side of each lavatory door over the door knob, or on each side of each lavatory door, or adjacent to each side of each lavatory door. The placards must contain the legible words "No Smoking in Lavatory" or "No Smoking," or contain "No Smoking" symbology in lieu of words, or contain both wording and symbology, to indicate that smoking is prohibited in the lavatory. The placards must be of sufficient size and contrast and be located so as to be conspicuous to lavatory users. And

(2) Install a placard on or near each lavatory paper or linen waste disposal receptacle door, containing the legible words or symbology indicating "No Cigarette Disposal."

(h) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996): Announcement Procedures

Within 30 days after August 6, 1974 (the effective date of AD 74-08-09, Amendment 39-1917 (39 FR 28229, August 6, 1974)), establish a procedure that requires that, no later than a time immediately after the "No Smoking" sign is extinguished following takeoff, an announcement be made by a crewmember to inform all aircraft occupants that smoking is prohibited in the aircraft lavatories; except that, if the aircraft is not equipped with a "No Smoking" sign, the required procedure must provide that the announcement be made prior to each takeoff.

(i) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996): Ashtray Installation

Except as provided by paragraph (j) of this AD: Within 180 days after August 6, 1974 (the effective date of AD 74-08-09, Amendment 39-1917 (39 FR 28229, August 6, 1974)), or before the accumulation of any time in service on a new production aircraft, whichever occurs later—except that new production aircraft may be flown in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to a base where compliance may be accomplished: Install a self-contained, removable ashtray on or near the entry side of each lavatory door. One ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory door served.

(j) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996), with Revised Compliance Times: Allowances for Partial Replacement

An airplane with multiple lavatory doors may be operated with up to 50 percent of the lavatory door ashtrays missing or inoperative, provided 50 percent of the missing or inoperative ashtrays are replaced within 3 days and all remaining missing or inoperative ashtrays are replaced within 10 days. An airplane with only 1 lavatory door may be operated for a period of 10 days with the lavatory door ashtray missing or inoperative.

Note 1 to paragraph (j) of this AD: This AD permits a lavatory door ashtray to be missing, although the FAA-approved Master Minimum Equipment List (MMEL) may not allow such provision. In any case, the provisions of this AD prevail.

(k) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996): Inspections

Within 30 days after August 6, 1974 (the effective date of AD 74-08-09, Amendment 39-1917 (39 FR 28229, August 6, 1974)), and thereafter at intervals not to exceed 1,000 hours' time-in-service from the last inspections, accomplish the following:

(1) Inspect all lavatory paper and linen waste receptacle enclosure access doors and disposal doors for proper operation, fit, sealing, and latching for the containment of possible trash fires.

(2) Correct all defects found during the inspections required by paragraph (k)(1) of this AD.

(l) Restatement of Requirements of AD 74-08-09 R2, Amendment 39-9680 (61 FR 32318, June 24, 1996): Adjustments to Inspection Intervals

Upon the request of an operator, the FAA Principal Maintenance Inspector (PMI) may adjust the 1,000-hour repetitive inspection interval specified in paragraph (k) of this AD to permit compliance at an established inspection period of the operator if the request contains data to justify the requested change in the inspection interval.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Airframe/Cabin Safety Branch, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(n) Related Information

For more information about this AD, contact Alan Sinclair, Aerospace Engineer, Airframe/Cabin Safety Branch, ANM-115, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-227-2195; fax: 425-227-1232; email: alan.sinclair@faa.gov.

(o) Material Incorporated by Reference

None.

Issued in Renton, Washington, on January 27, 2012.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 25-00-09-200-801 CHECK OF THE CLOSING AND SEALING OF TRASH CANS

1. OVERVIEW OF THE JOB

Operation code: 25-00-09-200-801-01

This procedure describes the inspection and the tightness check of the trash cans in the LH rear toilet compartment and in the forward lavatory.

NOTE: The location of the trash cans depends on the aircraft completion.

2. LOGISTICS



A. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

B. Access

Reference	Designation
• PAX	PASSENGER DOOR

3. INSPECTION OF THE WASTE CONTAINER STRUCTURE AND COVER

- A. Pull out the waste container drawer.
- B. Remove the waste container from the drawer.
- C. Visually check the following for wear, cracks, corrosion or dirt:
 - (1) the structure of the waste container,
 - (2) the cover of the waste container,
 - (3) the guides.
- D. Visually check the following for correct attachment:
 - (1) the cover of the waste container,
 - (2) the guides.
- E. Replace damaged items.



4. INSPECTION OF THE WASTE CONTAINER DRAWER

- A. Push back, then pull out again, the waste container drawer.
- B. Visually check the waste container drawer for wear, cracks, corrosion or dirt.

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- C. Make sure that the waste container drawer opens correctly and that the sliders move smoothly.
- D. Make sure that the sliders and the guides are not loose.
- E. Visually check the latch for wear, cracks or corrosion.
- F. Replace damaged items.
- ◆
- G. Install the waste container in the drawer.
- H. Push the waste container drawer back into place.
- I. Make sure that waste container drawer locks correctly.

5. FUNCTIONAL TEST OF WASTE CONTAINER WITH FLAPPER DOOR

- A. Check that the trash can flapper shuts correctly and that the trash can flapper assembly is leak-tight.
- B. Check the spring mechanism to make sure that the flapper door will open and close correctly.
- C. Check condition of seal below the flapper door.
- D. Replace damaged items.
- E. Measure the clearance between the lid and the flapper door.
- F. Make sure that the clearance is not more than 1.5 mm (0.06 in).

6. FUNCTIONAL TEST OF WASTE CONTAINER WITH LID/COVER

- A. Make sure that the lid fits flush with the top of the mating surface on the cover.
NOTE: This can be done by viewing the closure before the waste container is fully closed.
- B. Check condition of seal.
- C. Replace damaged items.
- D. Measure the clearance between the lid and the top of the mating surface on the cover.
- E. Make sure that the clearance is not more than 1.5 mm (0.06 in).

7. FINAL STEPS

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

Inspection of the Waste Containers**1. General**

- A. This document contains the inspection instructions for the trash container with lid seal.

2. Tools and Equipment

- A. No special tools and equipment are necessary to do this task.

3. Energy Sources

- A. No energy source is necessary to do this task.

4. Consumable Materials

- A. No consumable materials are necessary to do this task.

5. References

- A. No references are necessary to do this task.

6. Description

- A. A removable trash container with integral cover and a trash bag retainer is used to hold galley and/or vanity trash. The trash container is in a pullout drawer held by heavy-duty slides. When the drawer is closed, a lid seal holds the top of the trash container to keep trash in and odor down. The lid is installed inside the cabinet.

7. Access

- A. The trash container drawers are installed in the galley cabinets and/or aft lavatory vanity cabinets.

8. Inspection of the Waste Container with Lid Seal

WARNING: 14 CFR 25.853 PROHIBITS SMOKING IN THE AIRCRAFT LAVATORY(IES) TO PREVENT A POSSIBLE FIRE FROM AN UNEXTINGUISHED CIGARETTE. LITTLE ROCK COMPLETIONS INCLUDE PAPER AND LINEN WASTE RECEPTACLES THAT FIT AND SEAL TO CONTAIN AND SELF-EXTINGUISH A TRASH FIRE. FOR THE SAFETY OF THE AIRCRAFT AND ITS OCCUPANTS, THESE ENCLOSURES MUST OPERATE AS DESIGNED.

- A. Do the visual inspection on the drawer latch as instructed. Refer to 25-90-09, Inspection of the Interior Latch.
- B. Open the cabinet drawer to get access to the waste container.
- C. Lift the waste container from the cabinet drawer.
- D. Remove and discard the disposable trash bag if necessary.

**SUPPLEMENTAL
MAINTENANCE MANUAL**

- E. Examine the waste container for visible damage and deformation to inner and outer surfaces.
- F. Examine the lid and lid mating surface for visible damage on both sides, to make sure correct closure.
- G. Examine the teflon strips on the lid for wear, cracks, loose or missing fasteners.
- H. Examine the silicon extrusion around the rim of the waste container for visible damage.
- I. Examine the slides to make sure the cabinet drawer operates correctly.
- J. Insert the waste container in the cabinet drawer, inspect the lid to make sure there is correct closure.
- K. Make sure the lid fits flush with the top of the lid mating surface. This can be done by viewing the closure before the cabinet drawer is fully closed.
- L. Make sure the gap between the lid and the top of the mating surface on the cover does not exceed 0.06 in (1.5mm) max.
 - 1. If the gap between these two areas exceeds 0.06 in. maximum, a new seal must be installed.
- M. Do the visual inspection of the slides on the cabinet drawer as instructed. Refer to 25-90-11, Inspection of the Drawer Slide Assembly.
- N. Replace a disposable trash bag if necessary.
- O. Close the cabinet drawers.

9. Inspection of the Waste Container with Front Flapper Door

WARNING: 14 CFR 25.853 PROHIBITS SMOKING IN THE AIRCRAFT LAVATORY(IES) TO PREVENT A POSSIBLE FIRE FROM AN UNEXTINGUISHED CIGARETTE. LITTLE ROCK COMPLETIONS INCLUDE PAPER AND LINEN WASTE RECEPTACLES THAT FIT AND SEAL TO CONTAIN AND SELF-EXTINGUISH A TRASH FIRE. FOR THE SAFETY OF THE AIRCRAFT AND ITS OCCUPANTS, THESE ENCLOSURES MUST OPERATE AS DESIGNED.

- A. Remove the waste container from the cabinet panel.
- B. Do an inspection of the parts that follow and replace them if damaged:
 - 1. Do a visual check of the structure of the waste container and the lid for wear or cracks.
 - 2. Do a visual check of the seal below the flapper door for wear.
 - 3. If installed, check the lid latches for damage and proper engagement.
 - 4. Do a visual check of the flapper door for wear or cracks.
 - 5. Examine the spring mechanism to make sure the flapper door opens and closes.
- C. Examine the seal surface:
 - 1. Use a ruler or other straight-edge and hold it flush below the flapper door.

2. Move the ruler back and forth along the surface of the flapper door and look for any inconsistent areas between the seal and the ruler edge.
3. A new seal must be installed if the gap between these two areas exceeds 0.06 in. maximum.
4. Correct all gaps that are larger than 0.06 in (1.5 mm).

D. Install the waste container and close the cabinet panel.

10. Inspection of the Waste Container with Top Flapper Door

WARNING: 14 CFR 25.853 PROHIBITS SMOKING IN THE AIRCRAFT LAVATORY(IES) TO PREVENT A POSSIBLE FIRE FROM AN UNEXTINGUISHED CIGARETTE. LITTLE ROCK COMPLETIONS INCLUDE PAPER AND LINEN WASTE RECEPTACLES THAT FIT AND SEAL TO CONTAIN AND SELF-EXTINGUISH A TRASH FIRE. FOR THE SAFETY OF THE AIRCRAFT AND ITS OCCUPANTS, THESE ENCLOSURES MUST OPERATE AS DESIGNED.

A. Do the inspection of the drawer latch as instructed. Refer to 25-90-09, Inspection of the Interior Latch.

NOTE: The waste container may be installed on a slide out cabinet drawer or a tilt-out cabinet drawer.

- B. Lift the latch assembly paddle and open the cabinet drawer.
- C. Pull the cabinet drawer to the fully extended position to get access to the waste container.
- D. Lift the waste container out of the cabinet drawer.
- E. Remove and discard the disposable trash bag, if necessary.
- F. Examine the waste container for visible damage, holes, or dents to the inner and outer surfaces.
- G. Examine the flapper door for visible damage, holes or dents on both sides.
- H. Examine spring mechanism to make sure the flapper door will open and close correctly.
- I. Examine condition of the seal below the flapper door.
- J. Examine the seal surface:
 1. Use a ruler or other straight-edge and hold it flush below the flapper door.
 2. Move the ruler back and forth along the surface of the flapper door and look for any inconsistent areas between the seal and the ruler edge.
 3. If the gap between these two areas exceeds 0.06 in. maximum, a new seal must be installed.
 4. Correct all gaps that are larger than 0.06 in (1.5 mm).
- K. Make sure the silicone extrusion on the edge of the waste container is in good condition.
- L. Examine guide and the Teflon Slides for damage or dents.

**SUPPLEMENTAL
MAINTENANCE MANUAL**

- M.** Make sure the chain (if installed) is attached to the waste container and container lid.
- N.** Make sure the container lid closes correctly on the waste container.
- O.** Put the waste container into the cabinet drawer.
- P.** Make sure the guide and Teflon Slides apply enough pressure to the container lid to stay closed.
- Q.** Do the inspection of the slides (if installed) as instructed. Refer to 25-90-11, Inspection of the Drawer Slide Assembly .
- R.** Replace a disposable trash bag if necessary.
- S.** Close the cabinet drawer.
- T.** If installed, make sure that the stay hinge (not illustrated) is in good condition and allows the tilt-out drawer to travel smoothly.

Project No: **BDHRN002**Job Card No **0054**

Notif.No.: 10049103

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: LUB LG Hyd Emer Extension Control Cable

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

251CL,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.				 Order: 80069270 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.

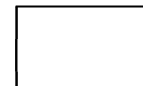
Defect Card Raised

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: 32-32-17-640-801

Operator Code: 32-32-17-640-801-01

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.: **32.130**

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
------	------	-----------------------

**>32-32-17-640-801- LUBRICATION OF THE LANDING GEAR (L/G) HYDRAULIC
01 EMERGENCY EXTENSION CONTROL**

REMARKS : _____

AMM 32-32-17-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 32-32-17-640-801 SERVICING OF THE LANDING GEAR HYDRAULIC EMERGENCY EXTENSION CONTROL

WARNING: IF THE AIRCRAFT IS JACKED UP, THE LANDING GEARS MUST BE EXTENDED AND LOCKED. HYDRAULIC SYSTEMS NO. 1 AND NO. 2 MUST BE DEPRESSURIZED.

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • 32-32-17-640-801-01 • 32-32-17-640-801-02 | <p>Lubrication of the L/G hydraulic emergency extension control</p> <p>Check of control actuation loads</p> |
|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|

2. LOGISTICS

A. References

Reference	Designation
• <u>32-32-17-810-901</u>	TROUBLESHOOTING OF THE LANDING GEAR HYDRAULIC EMERGENCY EXTENSION CONTROL

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	
• <u>TO-20-959</u>	DYNAMOMETER	

C. Ingredients and Consumable Products

Designation	Additional designation
• <u>LUBRICATING OIL</u>	

D. Access

Reference	Designation
• <u>251CL</u>	WING ROOT UPPER ACCESS DOOR
• <u>PAX</u>	PASSENGER DOOR

E. Miscellaneous

- LINTFREE CLOTH (LOCAL PROCUREMENT)
- "DO NOT OPERATE" SAFETY PLACARD (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

A. In the cockpit

- (1) Disengage "L/G CONTROL" circuit breaker (1GA)
- (2) Place a "DO NOT OPERATE" safety placard on the L/G control lever (2GA).

B. Remove door (251CL).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. LUBRICATION OF THE L/G HYDRAULIC EMERGENCY EXTENSION CONTROL

Refer to **fig. 1**

CAUTION: AS A PRECAUTION, MAKE SURE THAT THE LANDING GEAR DOOR TRANSIT AREAS HAVE BEEN PROPERLY CLEARED.

A. In the cockpit

- (1) Depress the trigger of hydraulic emergency L/G extension handle (**503GA**) and hold it depressed while pulling.
- (2) Check that the handle moves without any hard point, and that it remains locked in pulled position.
- (3) Slightly lubricate with lubricating oil the rod of the handle.
- (4) Unlock the handle.
- (5) Push the handle back to rest position.

CAUTION: DO NOT LUBRICATE SLIDING END-FITTING (1).

B. Clean sliding end-fitting (1) using a clean lintfree cloth. Do not lubricate.

C. Slightly lubricate the locations marked on the figure with lubricating oil.

5. CHECK OF CONTROL ACTUATION LOADS

Refer to **fig. 1**

A. Secure the dynamometer to hydraulic emergency L/G extension handle (**503GA**).

B. Record the traction load required to actuate the control assembly.

- (1) If the traction load is ≤ 12.5 daN (28.1 lbf), no corrective action is required.
- (2) If the traction load is > 12.5 daN (28.1 lbf) troubleshoot the control (Refer to **TASK 32-32-17-810-901**).

C. Remove the dynamometer from the handle.

D. Push the handle back to rest position.

6. FINAL STEPS

A. Install door (**251CL**).

B. In the cockpit

- (1) Remove the "DO NOT OPERATE" safety placard from the L/G control lever (**2GA**).
- (2) Engage "L/G CONTROL" circuit breaker (**1GA**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

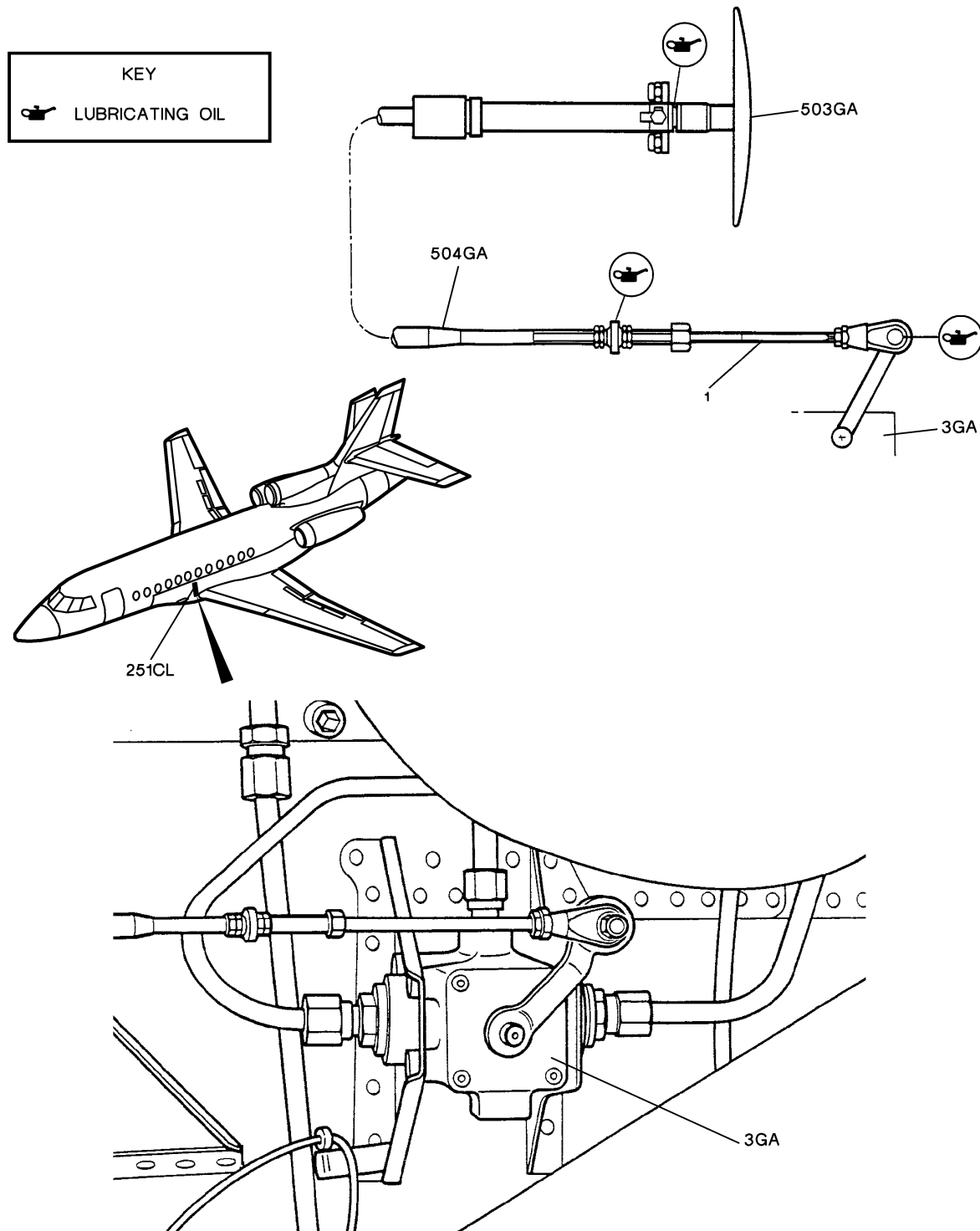


Figure 1: SERVICING OF LANDING GEAR HYDRAULIC EMERGENCY CONTROL

Project No: **BDHRN002**Job Card No **0055**

Notif.No.: 10049104

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 Control Actuators Loads**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

251CL,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069340 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: 32-32-17-640-801

Operator Code: 32-32-17-640-801-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

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Print No: 1

Operator: **HERON AVIATION**

Work Card No.: **32-32-17-640-801-02**

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
------	------	-----------------------

**>32-32-17-640-801- CHECK OF CONTROL ACTUATION LOADS
02**

REMARKS : _____

AMM 32-32-17-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 32-32-17-640-801 SERVICING OF THE LANDING GEAR HYDRAULIC EMERGENCY EXTENSION CONTROL

WARNING: IF THE AIRCRAFT IS JACKED UP, THE LANDING GEARS MUST BE EXTENDED AND LOCKED. HYDRAULIC SYSTEMS NO. 1 AND NO. 2 MUST BE DEPRESSURIZED.

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • 32-32-17-640-801-01 • 32-32-17-640-801-02 | <p>Lubrication of the L/G hydraulic emergency extension control</p> <p>Check of control actuation loads</p> |
|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|

2. LOGISTICS

A. References

Reference

- 32-32-17-810-901

Designation

TROUBLESHOOTING OF THE LANDING GEAR HYDRAULIC
EMERGENCY EXTENSION CONTROL

B. Tools and Ground Support Equipment

Reference

- F7XC202000008
- TO-20-959

Designation

TOOL BOX
DYNAMOMETER

Quantity

C. Ingredients and Consumable Products

Designation

- LUBRICATING OIL

Additional designation

D. Access

Reference

- 251CL
- PAX

Designation

WING ROOT UPPER ACCESS DOOR
PASSENGER DOOR

E. Miscellaneous

- LINTFREE CLOTH (LOCAL PROCUREMENT)
- "DO NOT OPERATE" SAFETY PLACARD (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

A. In the cockpit

- (1) Disengage "L/G CONTROL" circuit breaker (1GA)
- (2) Place a "DO NOT OPERATE" safety placard on the L/G control lever (2GA).

B. Remove door (251CL).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. LUBRICATION OF THE L/G HYDRAULIC EMERGENCY EXTENSION CONTROL

Refer to **fig. 1**

CAUTION: AS A PRECAUTION, MAKE SURE THAT THE LANDING GEAR DOOR TRANSIT AREAS HAVE BEEN PROPERLY CLEARED.

A. In the cockpit

- (1) Depress the trigger of hydraulic emergency L/G extension handle (**503GA**) and hold it depressed while pulling.
- (2) Check that the handle moves without any hard point, and that it remains locked in pulled position.
- (3) Slightly lubricate with lubricating oil the rod of the handle.
- (4) Unlock the handle.
- (5) Push the handle back to rest position.

CAUTION: DO NOT LUBRICATE SLIDING END-FITTING (1).

B. Clean sliding end-fitting (1) using a clean lintfree cloth. Do not lubricate.

C. Slightly lubricate the locations marked on the figure with lubricating oil.

5. CHECK OF CONTROL ACTUATION LOADS

Refer to **fig. 1**

A. Secure the dynamometer to hydraulic emergency L/G extension handle (**503GA**).

B. Record the traction load required to actuate the control assembly.

- (1) If the traction load is ≤ 12.5 daN (28.1 lbf), no corrective action is required.
- (2) If the traction load is > 12.5 daN (28.1 lbf) troubleshoot the control (Refer to **TASK 32-32-17-810-901**).

C. Remove the dynamometer from the handle.

D. Push the handle back to rest position.

6. FINAL STEPS

A. Install door (**251CL**).

B. In the cockpit

- (1) Remove the "DO NOT OPERATE" safety placard from the L/G control lever (**2GA**).
- (2) Engage "L/G CONTROL" circuit breaker (**1GA**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

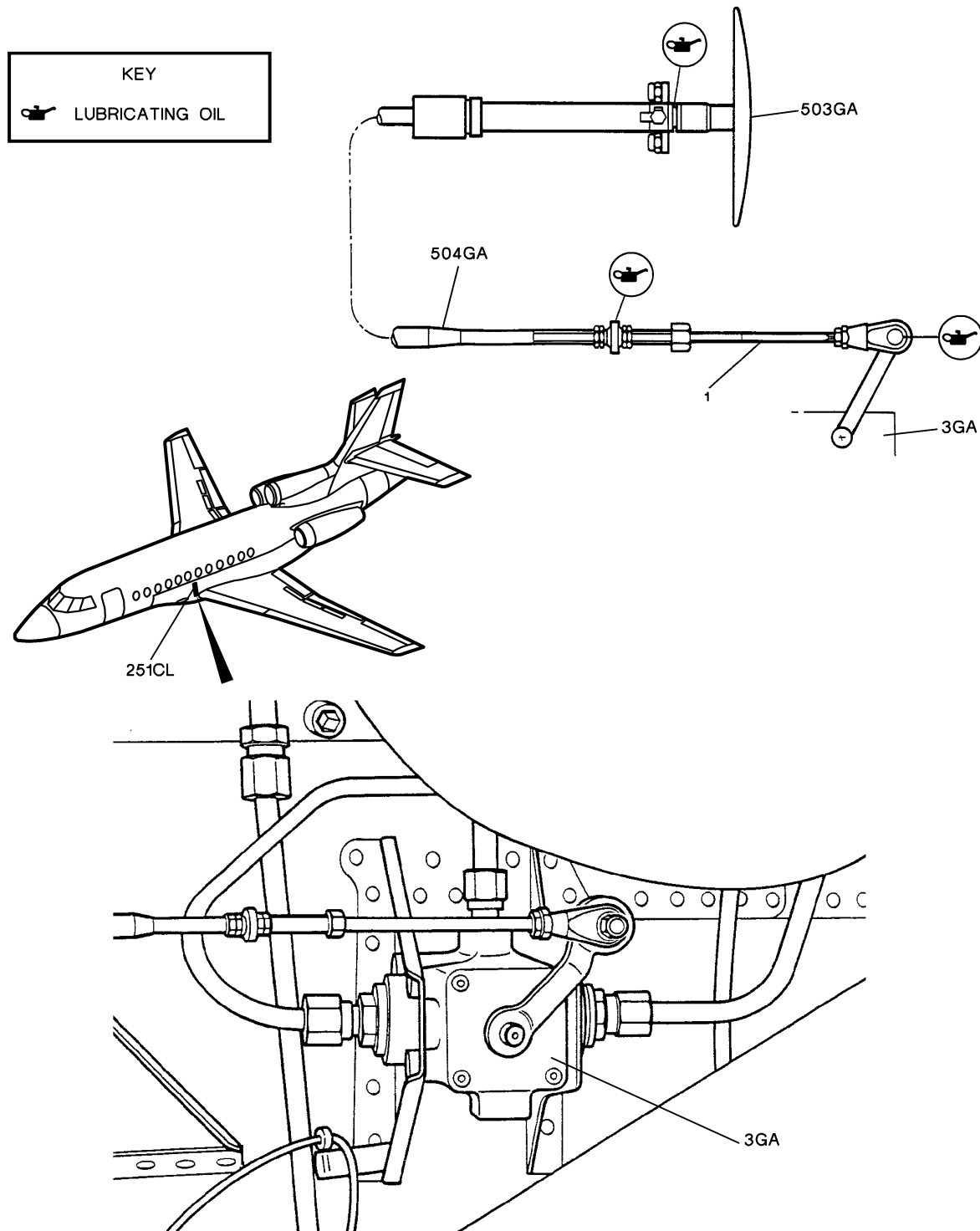


Figure 1: SERVICING OF LANDING GEAR HYDRAULIC EMERGENCY CONTROL

Project No: **BDHRN002**Job Card No **0056**

Notif.No.: 10049105

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: **SERV Park Brake Control**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

252CR,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069271 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.

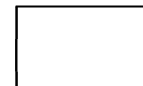
Defect Card Raised

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: 32-42-00-610-801

Operator Code: 32-42-00-610-801-01

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.: **32.370**

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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**>32-42-00-610-801- SERVICING OF THE PARK BRAKE CONTROL CABLE
01**

REMARKS : _____

AMM 32-42-00-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 32-42-00-610-801 SERVICING OF THE PARK BRAKE CONTROL

1. OVERVIEW OF THE JOB

Operation code: 32-42-00-610-801-01 park brake control cable (**511GC**)

2. LOGISTICS

A. References

Reference	Designation
• 20-35-02-910-802	GENERAL INSTRUCTIONS AND REPAIR APPLICABLE TO "TELEFORCE" FLEXIBLE CONTROL CABLES

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TO-20-040	SPRING SCALE - CAPACITY 25 DAN (60 LBF)	

C. Ingredients and Consumable Products

Designation	Additional designation
• LOW FREEZE POINT GREASE	MIL-PRF-23827
• P-D-680B	WHITE SPIRIT
• LUBRICATING OIL	

D. Spare Parts

Reference	Designation	Quantity
• MS24665-155	SPLIT PIN	

E. Access

Reference	Designation
• 252CR	WING ROOT UPPER ACCESS DOOR
• PAX	PASSENGER DOOR

F. Miscellaneous

- CLEAN DRY CLOTH (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Remove door (**252CR**).

4. SERVICING

Refer to **fig. 1**

- A. Actuate park brake handle (**510GC**) and check that it operates smoothly and without hard point.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- B. Check first notch and second notch locking of park brake handle (510GC) for efficiency.
- C. Slowly actuate park brake handle (510GC):
 - (1) Clean the handle rod with a clean dry cloth.
 - (2) Clean the sliding rod of park brake flexible control (511GC) on park brake selector valve (30GC) side, through door (252CR).
- D. Clean the balljoint support using **P-D-680B**.
- E. Dry with a clean cloth.
- F. Lubricate indicated points with **low freeze point grease** or **lubricating oil**.

5. MEASUREMENT OF FLEXIBLE CONTROL SLIDING FORCES

Refer to **fig. 1**

- A. Actuate park brake handle (510GC) and measure, using a spring scale, the force required to actuate the control; this force must be < 14.5 daN (32.6 lbf) at the first notch and < 21 daN (47.2 lbf) at the second notch.
- B. If the measurements recorded are unsatisfactory, disconnect park brake flexible control (511GC) from park brake selector valve (30GC) as follows:
 - (1) Through door (252CR), remove:
 - split pin (4) and discard it,
 - nut (2),
 - washer (3),
 - pin (1).
 - (2) Actuate park brake handle (510GC) and measure, using a spring scale, the force required to actuate park brake flexible control (511GC); it must be < 1.4 daN (3.1 lbf).
 - (3) If the force required is greater, repair park brake control cable (511GC) (Refer to **TASK 20-35-02-910-802**).
 - (4) Connect park brake flexible control (511GC) to park brake selector valve (30GC) as follows:
 - (a) Through door (252CR):
 - install pin (1),
 - install washer (3) and nut (2),
 - tighten nut (2),
 - safety nut (2) with a new split pin (4) (**MS24665-155**).

6. FINAL STEPS

Refer to **fig. 1**

- A. Install door (252CR).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

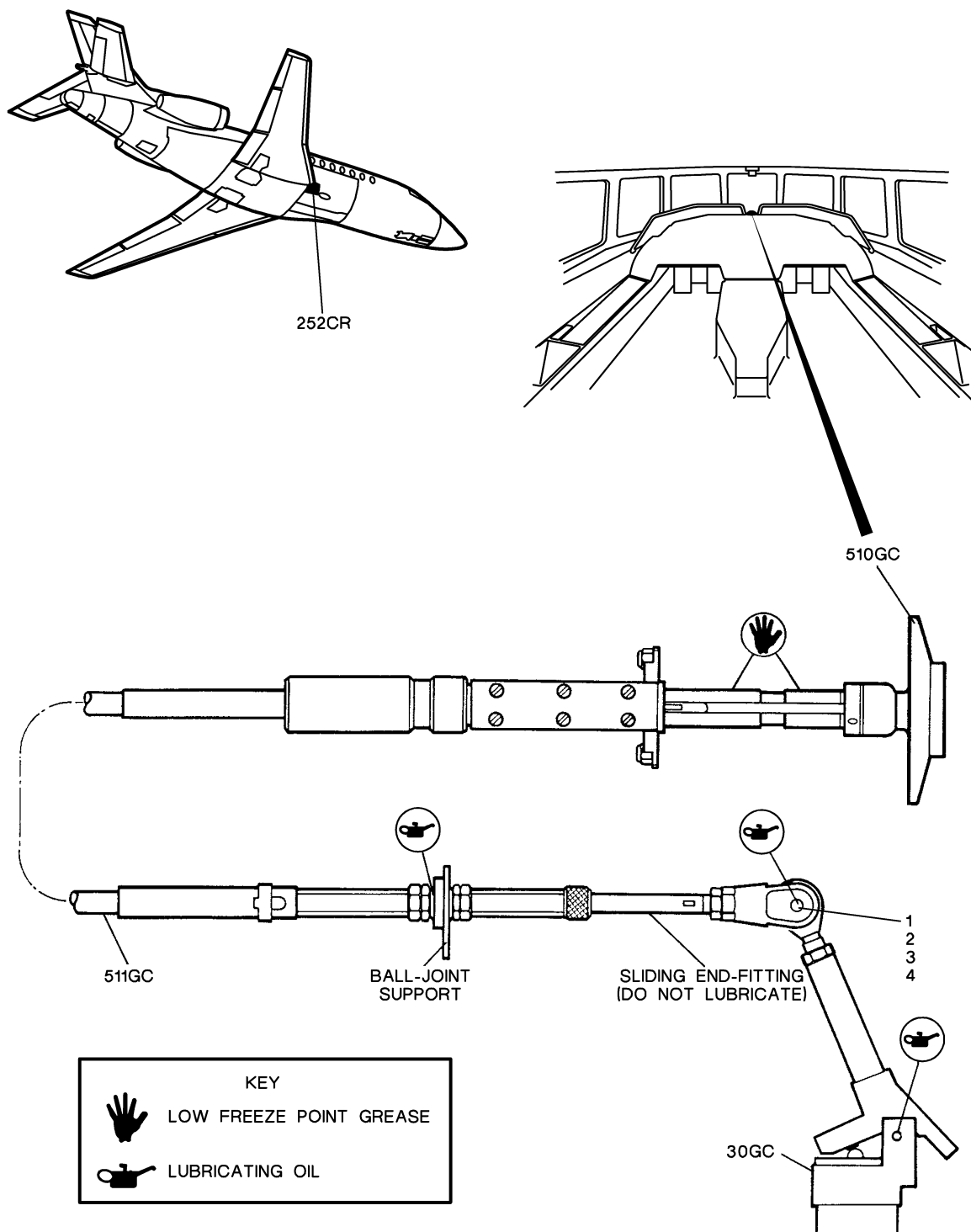


Figure 1: SERVICING OF THE PARK BRAKE CONTROL

Project No: **BDHRN002**Job Card No **0057**

Notif.No.: 10049243

Activity: **1048**

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: **CLN Portable Oxy Bottle & Masks 537wh**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 35

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069320 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: 35-30-09-100-801-01

Operator Code: 35-30-09-100-801-01

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.: **35.220**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	18-JAN-2013						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>35-30-09-100-801- CLEANING PORTABLE OXYGEN CYLINDER MASKS
01**

REMARKS : _____

AMM 35-30-09-100-801

Operator: **HERON AVIATION**

Work Card No.: **35.220**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

956 MPD 05-20-35 PAGE NO.:PAGE 2/3 REF: 35-30 PORTABLE OXYGEN SYSTEM DATE: JUN 10/2011 1

35-30-09-100-801-01 CLEANING PORTABLE OXYGEN CYLINDER MASKS

956 MPD 05-20-35 PAGE NO.:PAGE 2 / 3 REF: 35-30 PORTABLE OXYGEN SYSTEM DATE: JUN 10/2011 1

35-30-09-100-801-01 CLEANING PORTABLE OXYGEN CYLINDER MASKS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-30-09-100-801 CLEANING OF THE PORTABLE OXYGEN MASKS

1. OVERVIEW OF THE JOB

Operation code: 35-30-09-100-801-01 portable oxygen bottle and masks (**537WH**)

NOTE: Refer to the Supplemental Maintenance Manual (SMM) for the portable oxygen bottle and masks (**537WH**) location.

2. LOGISTICS

A. Ingredients and Consumable Products

Designation

- **OXYGEN MASK CLEANER**
- **DISINFECTANT**

Additional designation

OXYGEN

B. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

C. Miscellaneous

- SOFT BRISTLE BRUSH
- TOWELLING
- SPONGE
- LINT-FREE CLOTH

3. CLEANING

- Clean the portable oxygen bottle mask with **oxygen mask cleaner** using a soft bristle brush or towelling.
- Rinse the portable oxygen bottle mask with pure water (sponge or cloth moistened with water).
- Wipe off with a lint-free cloth.
- Allow to dry in ambient air.
- Spray **disinfectant** on inner surfaces.

Effectivity: A/C WITH PORTABLE OXYGEN BOTTLE

Rev. Date: MAR 09/2012

35-30-09-100-801

page 1 / 1

Project No: **BDHRN002**Job Card No **0058**

Notif.No.: 10049108

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: **SERV WATER SYSTEM**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 38

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

BAG,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069273 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.

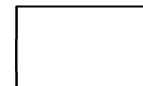
Defect Card Raised

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: 38-00-00-610-801

Operator Code: 38-00-00-610-801-01

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.: **38.070**

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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**>38-00-00-610-801- SERVICING OF THE WATER SYSTEM
01**

REMARKS : _____

AMM 38-00-00-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 38-00-00-610-801 SERVICING OF THE WATER SYSTEM

WARNING: DURING THIS TEST, TAKE ALL REQUIRED PRECAUTIONS TO PREVENT HEAT-RELATED INJURIES TO PERSONNEL WORKING ON PRESSURIZATION COMPONENTS (LINES OR EQUIPMENT), PARTICULARLY AFTER APU RUN-UP.

WARNING: BE CAREFUL WHEN PERFORMING WORK WITH THE APU RUNNING. THE NOISE CAN CAUSE INJURIES TO PERSONNEL.

CAUTION: DURING THE REMOVAL OF THE INTERIOR COMPLETION, SEVERAL LINES OR COUPLINGS MAY HAVE TO BE DISCONNECTED TO FACILITATE THE REMOVAL OF PANELS.

CAUTION: AFTER DISCONNECTION/CONNECTION OF WATER SYSTEM COMPONENTS, TAKE ALL APPLICABLE PRECAUTIONS TO PREVENT WATER LEAKS, BEFORE INSTALLING THE INTERIOR COMPLETION.

1. OVERVIEW OF THE JOB

Operation code: 38-00-00-610-801-01

This procedure is to be used to check the integrity of the draining and pressurization components of the potable water system.

The steps in paragraph 8. "Leak Detection (if necessary)" are to be performed only if a fault is found in the potable water system.

NOTE 1: The location of components may vary depending on A/C completion. Refer to the Supplemental Maintenance Manual (SMM) for further information.

NOTE 2: The "Final Steps" are to be performed with the APU running.

Three operators are necessary to perform these steps:

- one operator in the cockpit,
- one operator near the CO2 fire extinguisher.
- one operator to check for leaks around the equipment to be tested.
 - this operator must use a ground mechanic's telephone to communicate with the operator in the cockpit.

NOTE 3: Two operators are necessary to perform the steps in paragraph "Servicing of Rear Lavatory Water System" and in paragraph "Servicing of Front Galley Water System":

- one operator near the front or the rear drain mast,
- one operator to run water in the front or the rear washbasin.

NOTE 4: The two drain containers placed under the front and the rear drain masts must not be removed until the end of the procedure.

2. LOGISTICS

A. References

Reference

- 20-00-00-910-801

Designation

GENERAL MAINTENANCE AND SAFETY PRECAUTIONS

Effectivity: A/C ≥ 2

Rev. Date: MAR 09/2012

38-00-00-610-801

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• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 38-10-00-610-801	PRESSURE REFILLING OF THE POTABLE WATER SYSTEM
• 38-10-00-610-802	GRAVITY REFILLING OF THE POTABLE WATER SYSTEM
• 38-13-01-960-801	REPLACEMENT OF THE MAIN FILTER CARTRIDGE
• 38-31-13-960-801	REPLACEMENT OF THE GALLEY WATER FILTER
• 38-40-17-900-801	REMOVAL / INSTALLATION OF THE HIGH PRESSURE REGULATOR AIR FILTER ASSEMBLY
• 38-40-21-900-801	REMOVAL / INSTALLATION OF THE LOW PRESSURE REGULATOR AIR FILTER ASSEMBLY

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• LOCKWIRE	MS20995C32
• BONDING RTV3145	
• LEAK DETECTOR	

D. Spare Parts

Reference	Designation	Quantity
• 3820-01	FILTER	2 (A/C without SB F900EX-315)
• 3820-01	FILTER	1 (A/C with SB F900EX-315)

E. Additional Spare Parts

Reference	Designation	Quantity
• MS29513-230	O-RING	

F. Energy

- ELECTRICAL
- PNEUMATIC

G. Access

Reference	Designation
• PAX	PASSENGER DOOR
• BAG	BAGGAGE COMPARTMENT DOOR

H. Miscellaneous

- SOURCE OF COMPRESSED AIR (15 BAR (218 PSI)) (LOCAL PROCUREMENT)
- DRAIN CONTAINER (LOCAL PROCUREMENT) (QTY : 2)
- CHOCK (LOCAL PROCUREMENT) (QTY : 2)
- CO2 FIRE EXTINGUISHER (LOCAL PROCUREMENT)
- GROUND MECHANIC'S TELEPHONE (LOCAL PROCUREMENT)
- LINT-FREE CLOTH (LOCAL PROCUREMENT)
- SPONGE (LOCAL PROCUREMENT)

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- PLUG (LOCAL PROCUREMENT)
- CONTAINER (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

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

- Obey the general maintenance and safety precautions (Refer to **TASK 20-00-00-910-801**).
- Energize the galley equipment with the electrical Ground Power Unit (GPU) (Refer to **TASK 24-00-00-860-801**).
- Make sure that the aircraft is parked on an area as flat as possible, to prevent the components to be tested from overflowing.
- Place a drain container under the front drain mast (**25HA**) and the rear drain mast (**23HA**).
- Check that the potable water tank is at least half-full, as follows:
 - Press the "PUSH-TO-READ" pushbutton on the galley and check that the water quantity indicator reads "1/2".
 - Release the "PUSH-TO-READ" pushbutton.
- If the tank is not half-full, fill the potable water system under pressure (Refer to **TASK 38-10-00-610-801**) or by gravity (Refer to **TASK 38-10-00-610-802**).
- De-energize the galley equipment (Refer to **TASK 24-00-00-860-801**).

4. REPLACEMENT OF THE FILTERING ELEMENTS OF THE HIGH PRESSURE REGULATOR / AIR FILTER ASSEMBLY (**600HU**) (A/C WITHOUT SB F900EX-315) AND LOW PRESSURE REGULATOR / AIR FILTER ASSEMBLY (**607HU**)

Refer to **fig. 1**, **fig. 2**, **fig. 3** and **fig. 6**

NOTE: A/C without SB F900EX-315 are equipped with a high pressure regulator / air filter assembly (**600HU**) as illustrated in **fig. 3**.

A/C with SB F900EX-315 are equipped with a high pressure regulator / air filter assembly (**600HU**) as illustrated in **fig. 6**.

- Push the water tank gravity filling plug to fully de-pressurize the potable water system.

NOTE: Full de-pressurization of the system can be checked on the pressure gauge (**604HU**) located in the baggage compartment, and on the water tank pressure gauge (**609HU**) located behind the rear lavatory washbasin cabinet.

- Remove the low pressure regulator / air filter assembly (**607HU**) (Refer to **TASK 38-40-21-900-801**).

CAUTION: A/C WITH SB F900EX-315 : THE HIGH PRESSURE REGULATOR / AIR FILTER ASSEMBLY (**600HU**) DOES NOT INCLUDE ANY FILTERING ELEMENT. DO NOT REMOVE IT.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- C. Remove the high pressure regulator / air filter assembly (**600HU**) (Refer to **TASK 38-40-17-900-801**) (A/C without SB F900EX-315).
- D. **Replace the filter** of the high pressure regulator / air filter assembly (**600HU**)(A/C without SB F900EX-315) **or** low pressure regulator / air filter assembly (**607HU**) as follows (**fig. 3**):
 - (1) Unscrew **the** bowl (1) of the high pressure regulator / air filter assembly (**600HU**)/low pressure regulator / air filter assembly (**607HU**).
 - (2) Remove **the** bowl (1) and **the** retain O-ring (2).
 - (3) Unscrew **the** filter (3) and extract it.
 - (4) Retain **the** screen (4) and **the** O-ring (5).
 - (5) Discard **the** filter (3).
 - (6) Apply a thin film of **bonding RTV3145** to **the** O-rings (2) and (5).
 - (7) **Install the O-ring (5) and the screen (4), then screw the new filter (3820-01).**
 - (8) Tighten the new filter to a torque of 0.5 to 1 m.N (4.42 to 8.85 in.lbf).
 - (9) Install **the** O-ring (2), then screw **the** bowl (1).
 - (10) Tighten **the** bowl (1) to a torque of 0.5 to 1 m.N (4.42 to 8.85 in.lbf).
- E. Install the low pressure regulator / air filter assembly (**607HU**) (Refer to **TASK 38-40-21-900-801**).
- F. Install the high pressure regulator / air filter assembly (**600HU**) (Refer to **TASK 38-40-17-900-801**) (A/C without SB F900EX-315).
- G. Set the "AIR SUPPLY" valve (**608HU**) to "OFF".
- H. Set the "CABIN WATER SUPPLY" valve (**531MD**) to "OFF".
- I. Remove the plug from the T-coupling (8) (**fig. 3**).
- J. Connect a source of compressed air to the T-coupling (8) (**fig. 3**).
- K. Slowly increase the pressure of the source of compressed air and check that the pressure, as read on pressure gauge (**604HU**), is between 105 and 120 psi.
- L. If the pressure is not between 105 and 120 psi:
 - (1) For A/C without SB F900EX-315 :
 - Adjust the regulated pressure (Refer to **TASK 38-40-17-900-801**), paragraph "**Adjustment**".
 - (2) For A/C with SB F900EX-315 :
 - Replace the high pressure regulator / air filter assembly (**600HU**) (Refer to **TASK 38-40-17-900-801**).
- M. Check for leaks at the couplings of the high pressure regulator / air filter assembly (**600HU**), using **leak detector**.

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- N. Wipe off the **leak detector** with a lint-free cloth.
- O. Set the "AIR SUPPLY" valve (**608HU**) to "ON".
- P. On the vanity, check that the pressure reading on the "WATER TANK PRESSURE" gauge (**609HU**) is between 25 and 30 psi.
- Q. If the pressure is not between 25 and 30 psi:
 - Adjust the regulated pressure (Refer to **TASK 38-40-21-900-801**), paragraph "Test and Adjustment".
- R. Check for leaks at the couplings of the low pressure regulator / air filter assembly (**607HU**), using **leak detector**.
- S. Wipe off the **leak detector** with a lint-free cloth.
- T. Drop the pressure of the source of compressed air.
- U. Disconnect the source of compressed air from the T-coupling (8) (**fig. 3**).
- V. Install the plug on the T-coupling (8) (**fig. 3**).

5. **SERVICING OF DRAINING AND PRESSURIZATION SYSTEMS**

Refer to **fig. 1**, **fig. 2**, **fig. 4** and **fig. 5**

- A. Check the pressure-relief valves (**603HU**)/(**606HU**) as follows:
 - (1) Connect a source of compressed air to the charging valve (**602HU**).
 - (2) Set the "AIR SUPPLY" valve (**608HU**) to "OFF".
 - (3) Slowly increase the pressure of the source of compressed air and check that the pressure-relief valves (**603HU**)/(**606HU**) open at a pressure of 8.65 bar (125.5 psi).
 - (4) If they do not, replace the faulty pressure-relief valve as follows:
 - (a) Drop the pressure of the source of compressed air.
 - (b) Push the water tank gravity filling plug to fully de-pressurize the potable water tank.
NOTE: Full de-pressurization can be checked on the "WATER TANK PRESSURE" gauge (**609HU**) located behind the rear lavatory washbasin cabinet.
 - (c) Remove the water tank gravity filling plug by rotating it counterclockwise.
NOTE: A red indicator shows on the water tank gravity filling plug when it is unlocked.
 - (d) Slowly set the "AIR SUPPLY" valve (**608HU**) to "ON" and wait for full de-pressurization of the system, as read on pressure gauge (**604HU**) located in the baggage compartment.
 - (e) Install the water tank gravity filling plug by rotating it clockwise.
NOTE: A green indicator shows on the water tank gravity filling plug when it is locked.
 - (f) Replace the faulty pressure-relief valve.
 - (g) Continue the procedure from paragraph 5.A.

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(5) Drop the pressure of the source of compressed air.

(6) Disconnect the source of compressed air from the charging valve (602HU).

B. Replace the cartridge of water filter (506MD) (Refer to [TASK 38-13-01-960-801](#)).

NOTE: Rinse the filter with fresh water before installing it.

C. Replace the front galley filter (Refer to [TASK 38-31-13-960-801](#)) (if any).

D. For A/C with rear washbasin decanting filter (519MD) (fig. 5), clean it as follows:

NOTE: A/C equipped with a rear washbasin decanting filter (519MD) (fig. 5) have no rear diaphragm drain valve (520MD) (fig. 3).

(1) Removal

(a) Remove the clamp (7) from the line (6).

(b) Disconnect the line (6).

(c) Remove the lockwire (10) from the two tension latches (11).

(d) Open the two tension latches (11).

(e) Remove the clamp (8) from the rear washbasin decanting filter (519MD).

(f) Remove the rear washbasin decanting filter (519MD).

(2) Clean the rear washbasin decanting filter (519MD) with fresh water.

(3) Installation

(a) Position the rear washbasin decanting filter (519MD).

NOTE: If the O-ring (12) has to be replaced, secure the new O-ring ([MS29513-230](#)) to the base with **bonding RTV3145**.

(b) Install the two tension latches (11).

(c) Install the clamp (8) of the rear washbasin decanting filter (519MD).

(d) Connect the line (6).

(e) Install the clamp (7) of the line (6).

(f) Check for leaks by pouring water into the rear washbasin.

(g) Safety the two tension latches (11) with **lockwire** (10).

E. For A/C with a rear diaphragm drain valve (520MD) (fig. 3), check it as follows:

NOTE: A/C equipped with a rear diaphragm drain valve (520MD) (fig. 3) have no rear washbasin decanting filter (519MD) (fig. 5).

(1) Check for any cracks.

(2) Run potable water into the rear washbasin.

(3) Check for leaks at the inlet (14) of the diaphragm drain valve (520MD).

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- (4) Run potable water into the rear washbasin until the diaphragm drain valve (**520MD**) opens.
- (5) Check for leaks at the outlet (15) of the diaphragm drain valve (**520MD**).
- (6) Pull up the ring (13) located at the top of the diaphragm drain valve (**520MD**) to eliminate any residual water.

F. Repeat the steps of paragraph 5.E. for the front diaphragm drain valve.

6. SERVICING OF REAR LAVATORY WATER SYSTEM

Refer to **fig. 1**, **fig. 2**, **fig. 3** and **fig. 4**

- A. Blank the rear drain mast (**23HA**) with a plug.
 - B. Set the "CABIN WATER SUPPLY" valve (**531MD**) to "OFF".
 - C. Check the connections of components (filters, faucets, valves and potable water tank) and the water lines for condition.
 - D. In the rear lavatory, close the washbasin drain plug.
 - E. Using a container, pour water into the washbasin until water flows over through the overflow port.
 - F. Check for leaks at the couplings of the overflow port line.
 - G. In the rear lavatory, open the washbasin drain plug.
 - H. Open the rear washbasin hot, then cold mixer faucets (**507MD**) until water flows out, and wait for 20 seconds.
 - I. Close the rear washbasin hot and cold mixer faucets (**507MD**).
 - J. Check for leaks at all the couplings of the vanity.
 - K. Set the "OVERBOARD DRAIN" valve (**509MD**) to "DRAIN".
 - L. Check for traces of water under the rear lavatory water system.
 - M. Check for leaks at the couplings of the "DRAIN/OVERBOARD DRAIN" valve (**509MD**).
- NOTE: If a leak is found, refer to paragraph 8.A. "If a leak is found in the rear lavatory water system".
- N. Set the "OVERBOARD DRAIN" valve (**509MD**) to "OFF".
 - O. Remove the plug from the rear drain mast (**23HA**).
 - P. Check that the water is correctly drained through the rear drain mast (**23HA**).
 - Q. If not, check for leaks at the coupling between the "DRAIN/OVERBOARD DRAIN" valve (**509MD**) and the rear drain mast (**23HA**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: If a leak is found, refer to paragraph 8.A. "If a leak is found in the rear lavatory water system".

- R. Pull up the ring (13) located at the top of the diaphragm drain valve (**520MD**) to eliminate any residual water (**fig. 4**).

7. **SERVICING OF FRONT GALLEY WATER SYSTEM**

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

- A. Blank the front drain mast (**25HA**) with a plug.
- B. In the galley, remove the ice drawer.
- C. Set the "CABIN WATER SUPPLY" valve (**531MD**) to "ON".
- D. Set the "VANITY WATER SUPPLY" valve (**505MD**) to "OFF".
- E. Check the connections of components (filter, faucets, valve) and the water lines for condition.
- F. Check for leaks in the front water system between the "CABIN WATER SUPPLY" valve (**531MD**) and the front galley.

NOTE: If a leak is found, refer to paragraph 8.B. "If a leak is found in the front galley water system".

- G. Open the following faucets until water flows out, and wait for 20 seconds:

- (1) The galley mixer faucet (**527MD**).
- (2) The front washbasin mixer faucet (**521MD**).

- H. Close the faucets:

- (1) The galley mixer faucet (**527MD**).
- (2) The front washbasin mixer faucet (**521MD**).

- I. Run approximately 0.5 l (0.13 USG) of potable water into the ice drawer receptacle.

- J. Check for traces of water under the galley water system.

- K. Check for leaks at all the couplings in the galley and at the ice drawer receptacle.

NOTE: If a leak is found, refer to paragraph 8.B. "If a leak is found in the front galley water system".

- L. Remove the plug from the front drain mast (**25HA**).

- M. Check that the water is correctly drained through the front drain mast (**25HA**).

- N. If not, check for leaks at the upstream coupling of the front drain mast (**25HA**).

NOTE: If a leak is found, refer to paragraph 8.B. "If a leak is found in the front galley water system".

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- O. Wipe off the residual water in the ice drawer receptacle with a sponge and a cloth, if necessary.
- P. Install the ice drawer.
- Q. Pull up the ring located at the top of the front diaphragm drain valve to eliminate any residual water.
- R. Set the "VANITY WATER SUPPLY" valve (505MD) to "ON".

8. LEAK DETECTION (IF NECESSARY)

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

A. If a leak is found in the rear lavatory water system:

(1) Drain the rear lavatory water system as follows:

(a) Set the "OVERBOARD DRAIN" valve (509MD) to "DRAIN".

If the pressure in the potable water tank (500MD) drops to zero, as read on the "WATER TANK PRESSURE" gauge (609HU), open the water tank gravity filling plug located under the soap holder in the rear lavatory:

- Push the water tank gravity filling plug and rotate it counterclockwise to open it.

NOTE: A red indicator shows on the water tank gravity filling plug when it is unlocked.

(b) When water stops flowing from the rear drain mast (23HA), set the "OVERBOARD DRAIN" valve (509MD) to "OFF".

(c) Close the water tank gravity filling plug by rotating it clockwise.

NOTE: A green indicator shows on the water tank gravity filling plug when it is locked.

(d) Open the rear washbasin mixer faucet (507MD) in the rear lavatory until water flows out.

If the pressure in the potable water tank (500MD) drops to zero, as read on the "WATER TANK PRESSURE" gauge (609HU), connect a source of compressed air to the charging valve (602HU).

(e) When water stops flowing, close the rear washbasin mixer faucet (507MD).

(2) Repair the water system.

(3) Fill the potable water system under pressure (Refer to **TASK 38-10-00-610-801**) or by gravity (Refer to **TASK 38-10-00-610-802**).

(4) Wait half an hour and check that the pressure reading on the "WATER TANK PRESSURE" gauge (609HU) remains unchanged.

(5) Repeat the procedure from paragraph 6. "Servicing of Rear Lavatory Water System".

B. If a leak is found in the front galley water system:

(1) Drain the front galley water system as follows:

(a) Open and keep the following faucets open until water stops flowing:

1 The galley mixer faucet (527MD),

2 The front washbasin mixer faucet (521MD).

(b) Close the faucets:

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- 1 The galley mixer faucet (**527MD**),
 - 2 The front washbasin mixer faucet (**521MD**).
- (2) Repair the water system.
 - (3) Fill the potable water system under pressure (Refer to **TASK 38-10-00-610-801**) or by gravity (Refer to **TASK 38-10-00-610-802**).
 - (4) Wait half an hour and check that the pressure reading on the pressure gauge (**604HU**) remains unchanged.
 - (5) Repeat the procedure from paragraph 7. "Servicing of Front Galley Water System".

9. UNBLOCKING THE PAN DRAIN (IF NECESSARY)

Refer to **fig. 4**

- A. Wipe off all the water left in the pan (1) with a sponge.
- B. Disconnect the coupling (2).
- C. Blow compressed air through the pan drain to unblock it.
- D. Connect the coupling (2).
- E. Run potable water into the pan (1) and make sure that the water flows out through the pan drain line (4), without any leakage.
- F. Wipe off the residual water with a sponge and a cloth.

10. FINAL STEPS

Refer to **fig. 2** and **fig. 3**

- A. Fill up the potable water tank (**500MD**), as necessary (Refer to **TASK 38-10-00-610-801**) or (Refer to **TASK 38-10-00-610-802**).
- B. Remove and empty the two drain containers.
- C. Check that the following valves are set to "ON":
 - "AIR SUPPLY" valve (**608HU**),
 - "VANITY WATER SUPPLY" valve (**505MD**),
 - "CABIN WATER SUPPLY" valve (**531MD**).
- D. Make sure that the wheel chocks are in position.
- E. Make sure that a CO2 fire extinguisher is ready at hand near the aircraft.
- F. Connect the ground mechanic's telephone.
- G. Start the APU (see the Airplane Flight Manual).

WARNING: SERIOUS BURNS CAN RESULT FROM CONTACT WITH HOT LINES IN THIS AREA.

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- H. Check for leaks at the T-coupling (8) (**fig. 3**), using leak detector.
- I. Wipe off the leak detector with a lint-free cloth.
- J. On the galley, press the "PUSH-TO-READ" pushbutton and record the water level in the potable water tank.
- K. Check that the pressure reading on the pressure gauge (**604HU**) is approximately 20 psi (1.4 bar).
- L. Shut down the APU (see the Airplane Flight Manual).
- M. Disconnect the ground mechanic's telephone.
- N. Wait half an hour, then press the "PUSH-TO-READ" pushbutton on the galley and check that the water level in the potable water tank remains unchanged.
If the water level has decreased, refer to paragraph 8. "Leak Detection (if necessary)".

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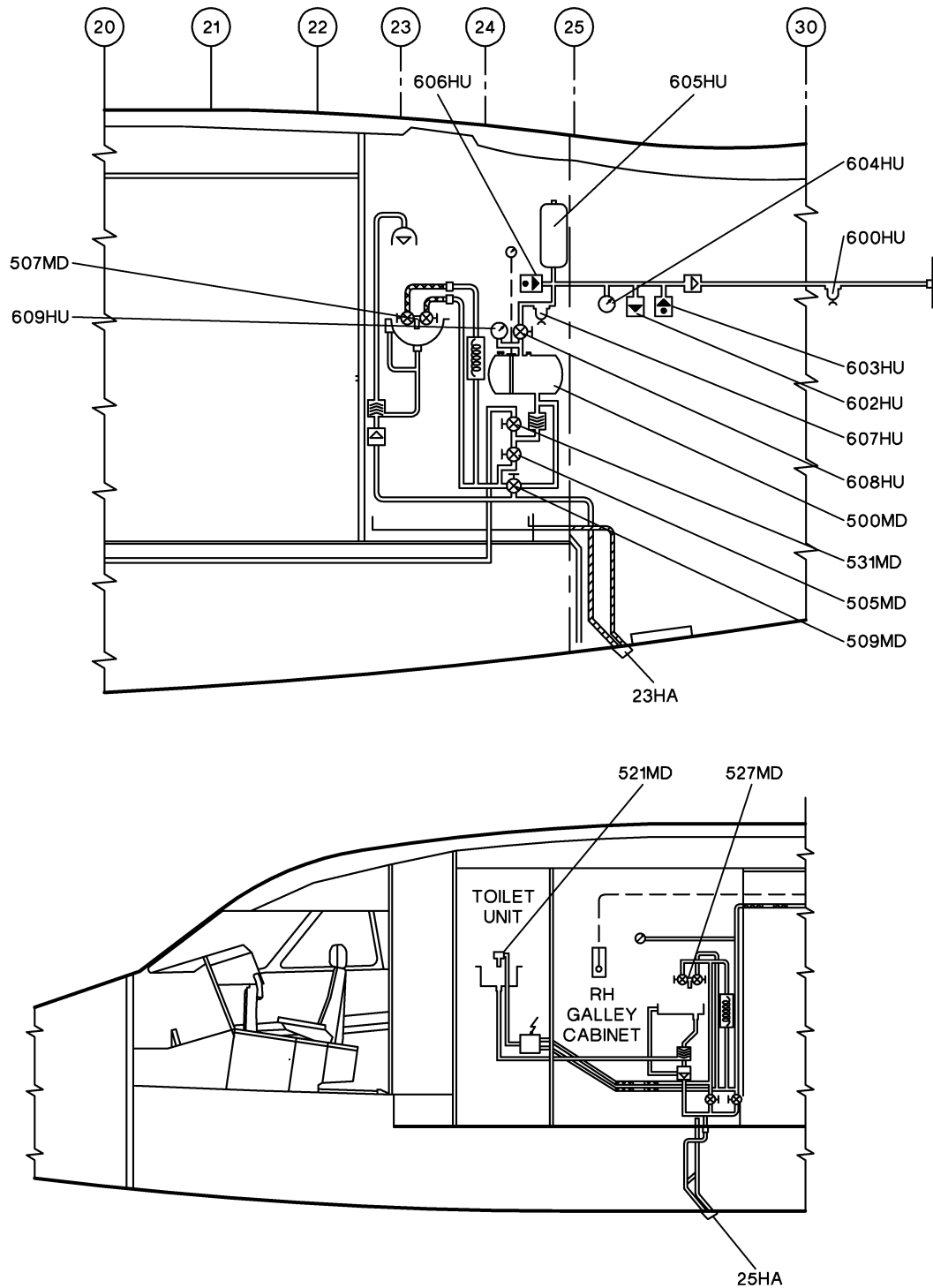


Figure 1: WATER SYSTEM - PRINCIPLE DIAGRAM

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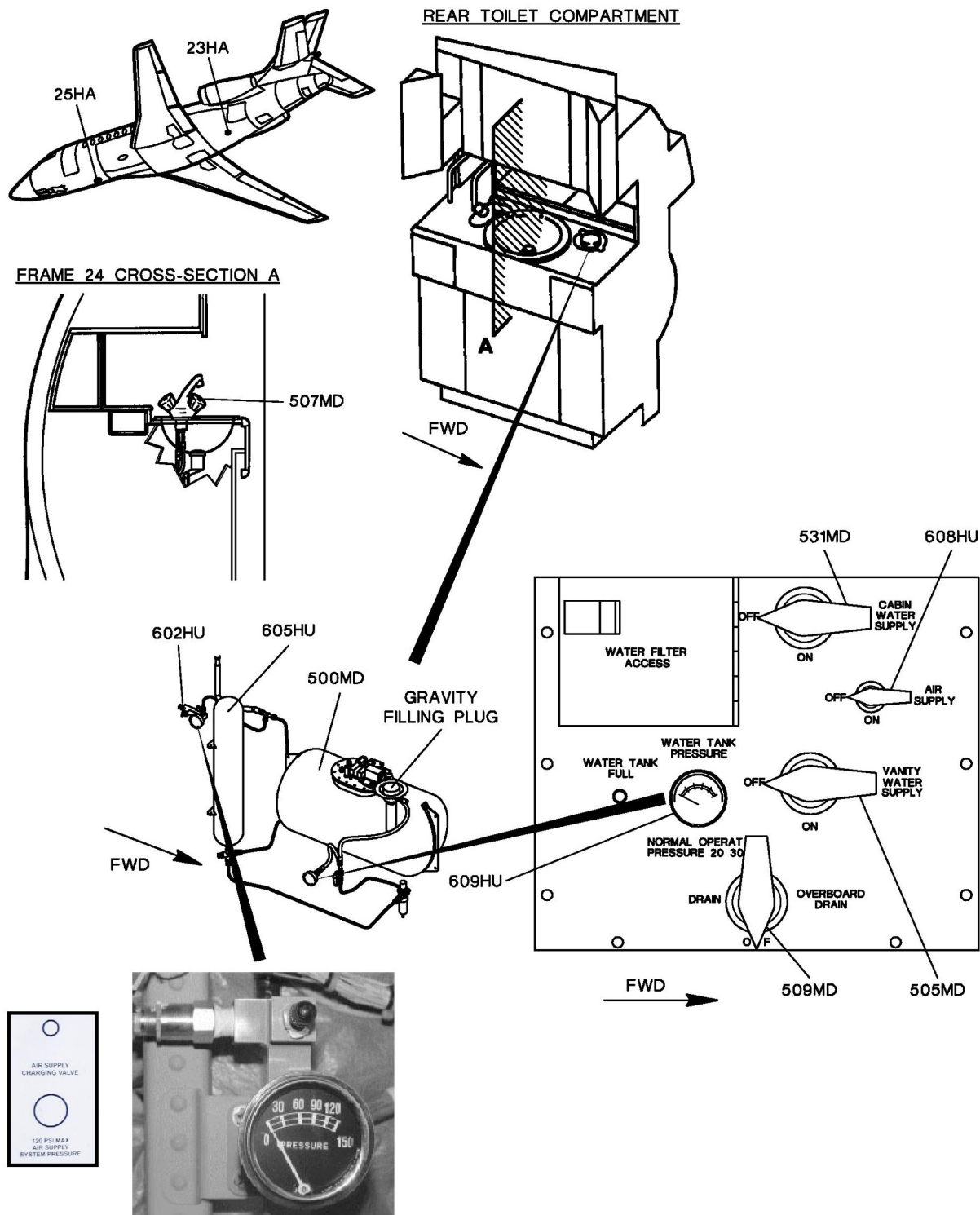


Figure 2: POTABLE WATER SYSTEM CONTROLS

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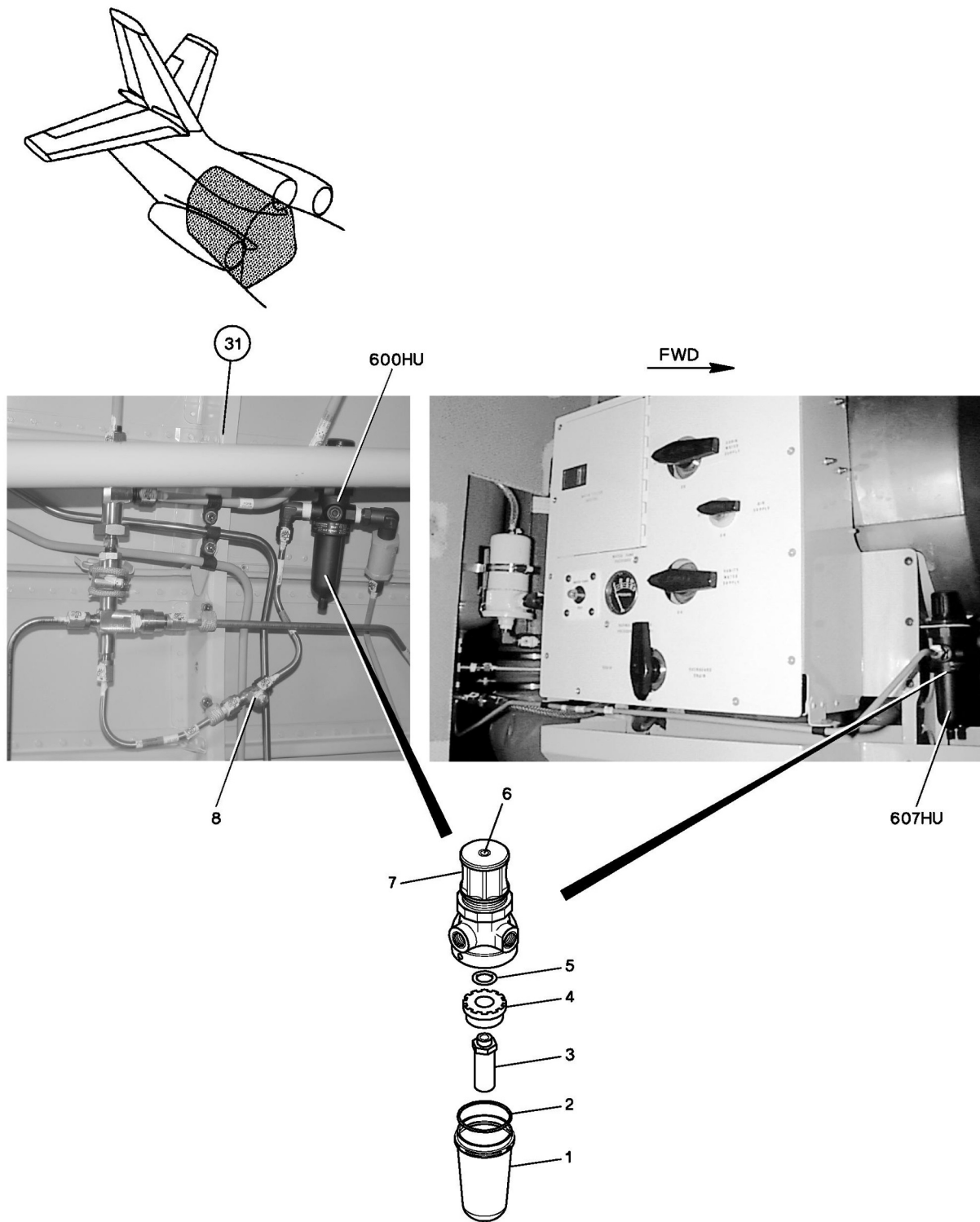


Figure 3: LOCATION OF HIGH-PRESSURE REGULATOR/AIR FILTER ASSEMBLY (A/C WITHOUT SB F900EX-315) AND LOW-PRESSURE REGULATOR/AIR FILTER ASSEMBLY

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

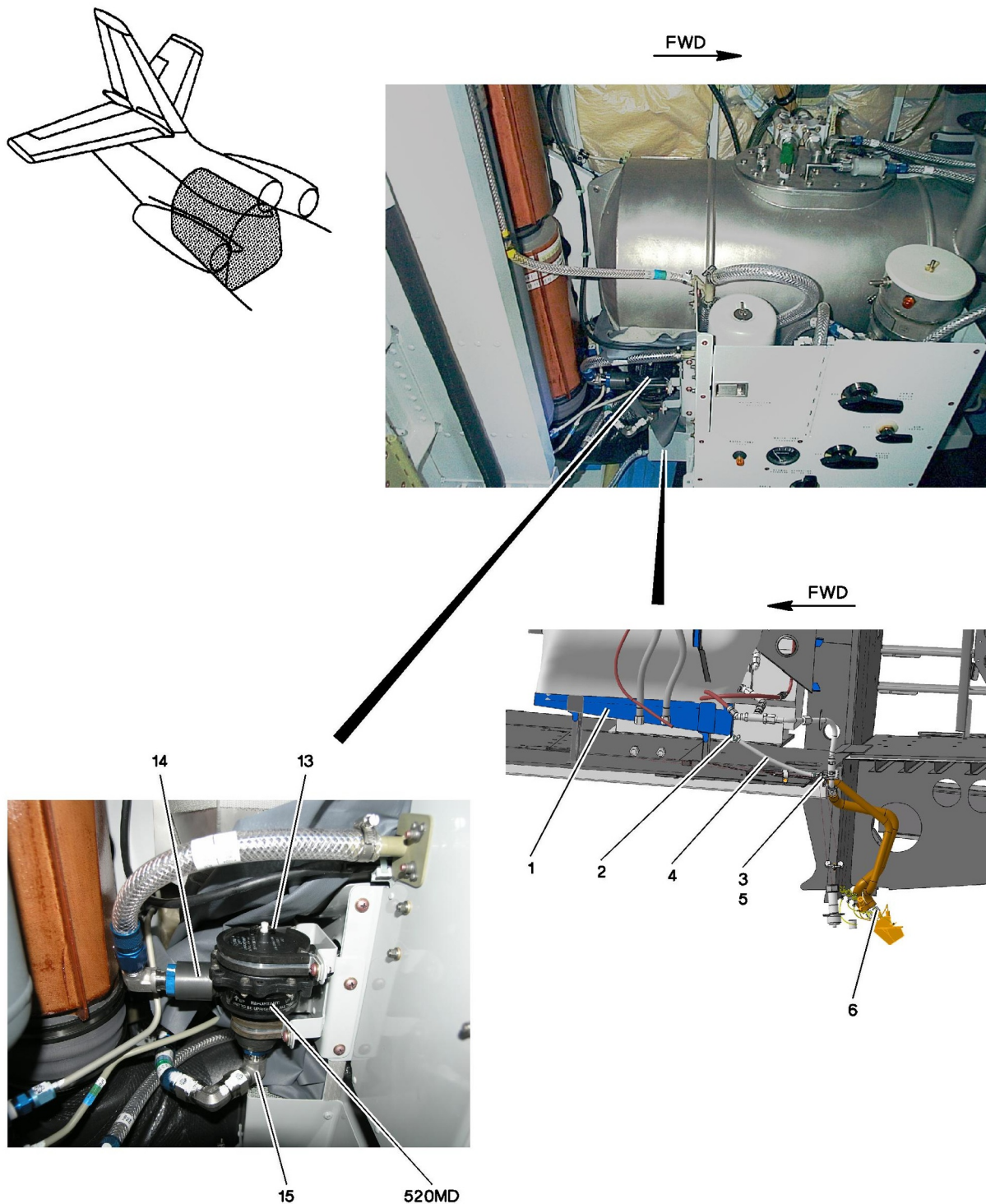


Figure 4: DIAPHRAGM DRAIN VALVE AND PAN DRAIN LINE

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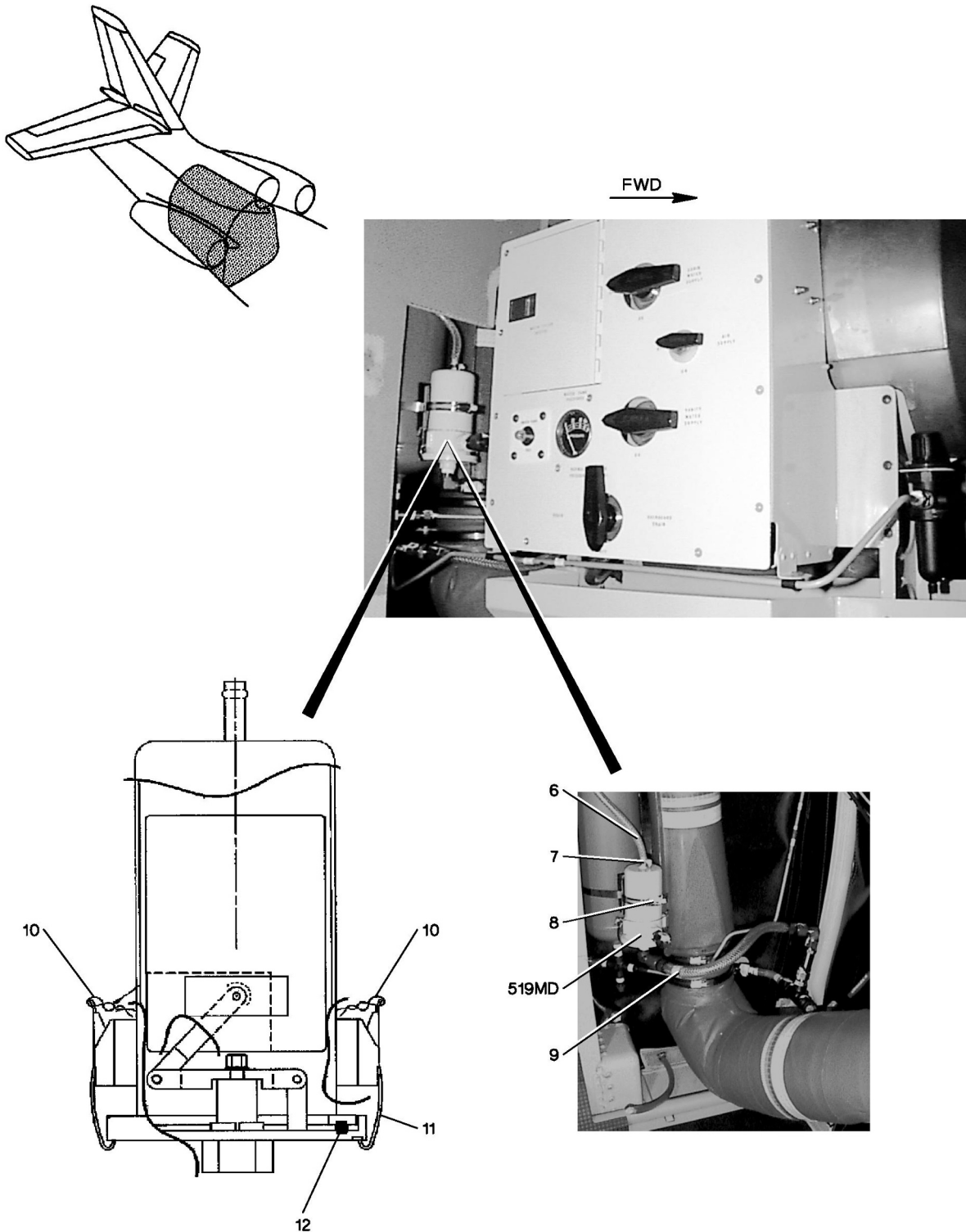


Figure 5: REAR WASHBASIN DECANTING FILTER

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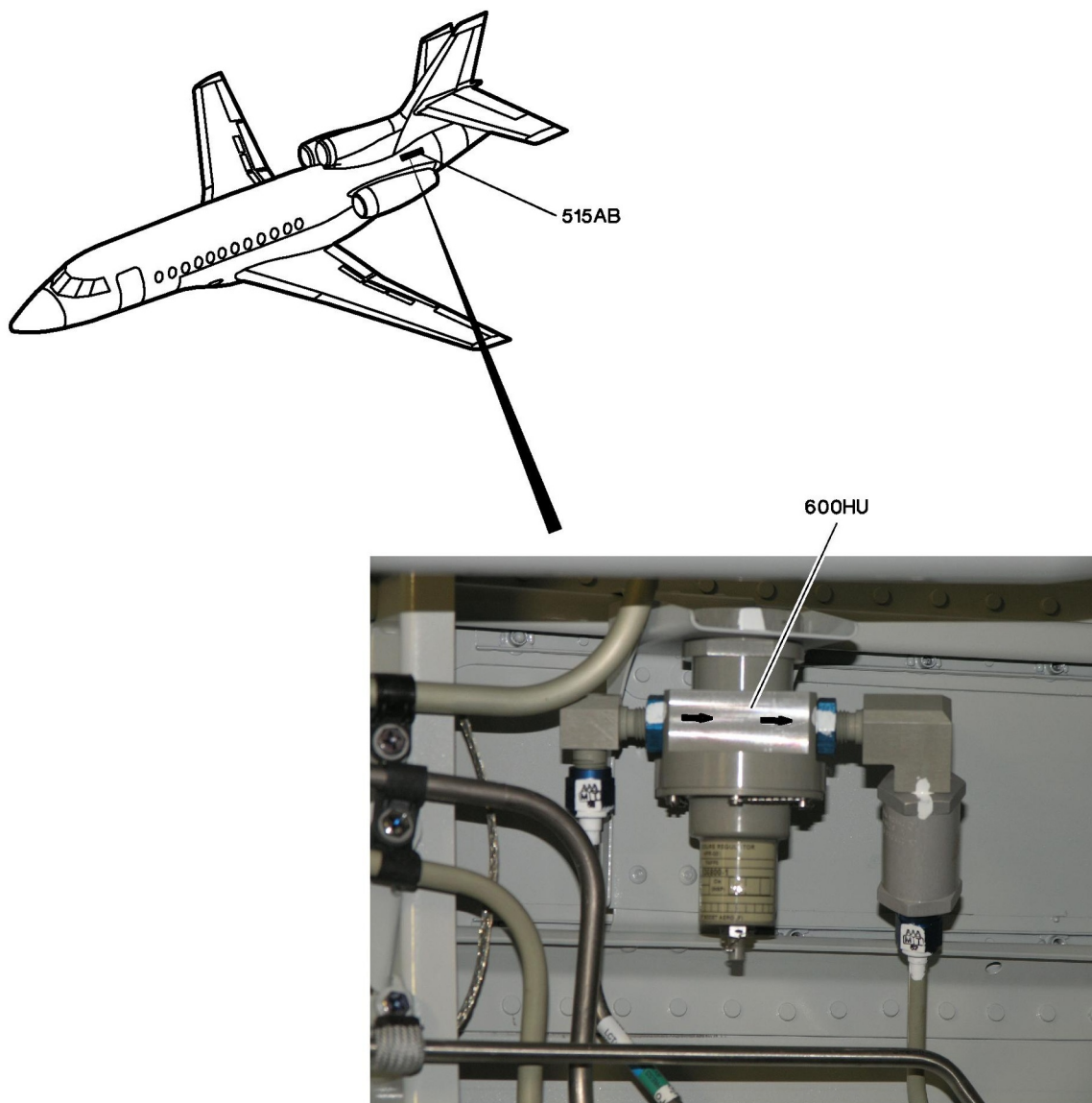


Figure 6: LOCATION OF HIGH-PRESSURE REGULATOR/AIR FILTER ASSEMBLY (A/C WITH SB F900EX-315)

Project No: **BDHRN002**Job Card No **0059**

Notif.No.: 10049109

Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Routine

Starting Work Centre: FALCON A/C TEAM

Job Description: **SERV Emergency Exit Door**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 52

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**


EMERG,PAX

******WARNINGS, CAUTIONS & NOTES ******

Order Number:80069276

AIRWORTHINESS CODE RELATED TO CH5.40: 52-20-00-610-801

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.				 Order: 80069276 Operation: 0010 Phase: Routine - scheduling activity Work Center:FALCON A/C TEAM	
	This task satisfies operator codes 52-20-00-610-801-01 & 52-20-00-610-801-01A & FAA AD 2008-04-14 & EASA AD 2006-0149					
	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					

OEM Code: 52-20-00-610-801

Form No: JA-SAP-MTX-002

Operator Code: 52-20-00-610-801-01

Printed by: ADAMOVIC G

Project No: **BDHRN002**

Job Card No **0059**

Notif.No.: 10049109



Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Routine

Starting Work Centre: FALCON A/C TEAM

Job Description: **SERV Emergency Exit Door**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 52

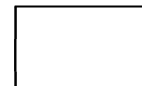
Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 52-20-00-610-801

Operator Code: 52-20-00-610-801-01

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.: **52.040**
 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
------	------	-----------------------

>**52-20-00-610-801-01** ☐ **TEST EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE CABIN**

REMARKS : _____

AMM 52-20-00-610-801

AD 2008-04-14

OPERATIONAL TEST AND INSPECT OVERWING EMERGENCY EXIT

Amendement No: 39-15386 Effective Date: 01-APR-2008 Next Compliance Due Date Hours/Other: _____

☐ COMPLIED WITH ☐ DECLINED ☐ DEFERRED ☐ NOT APPLICABLE

*All text added to the "Note" field will be presented as part of the MOC selection through the application.
 Ex: MOC of "Complied With" and a Note of "At Manufacture" will display as "Complied With - At Manufacture"*

Compliance Note: _____

TECH	_____	INSP	_____	LABOR-HRS HRS.THS	_____	_____
------	-------	------	-------	----------------------	-------	-------

Operator: **HERON AVIATION** Work Card No.: **52.040**
 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							

EASA AD 2006-0149

DOORS - OVERWING EMERGENCY EXIT - INSPECTION - EASA AIRWORTHINESS DIRECTIVE

Amendement No:

Effective Date: 21-JUN-2006

Next Compliance Due Date Hours/Other: _____

☐ COMPLIED WITH

☐ DECLINED

☐ DEFERRED

☐ NOT APPLICABLE

*All text added to the "Note" field will be presented as part of the MOC selection through the application.
 Ex: MOC of "Complied With" and a Note of "At Manufacture" will display as "Complied With - At Manufacture"*

Compliance Note: _____

TECH _____

INSP _____

LABOR-HRS
HRS.THS _____

52-20-00-610-801-01A ☐ TEST EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE CABIN (MANDATORY REF. 5-40-20)

MANDATORY 5-40

REMARKS : _____

AMM 52-20-00-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 52-20-00-610-801 SERVICING OF THE EMERGENCY EXIT DOOR

1. OVERVIEW OF THE JOB

Operation codes:

- 52-20-00-610-801-01 Test of the emergency exit door unlocking from inside the cabin
- 52-20-00-610-801-02 Servicing of the emergency exit door

NOTE: Two operators are necessary to install the emergency exit door (**EMERG**).

2. LOGISTICS

A. References

Reference	Designation
• <u>20-60-00-370-803</u>	APPLICATION OF PU66 CELOMER PAINT SCHEME
• <u>52-20-01-900-801</u>	REMOVAL / INSTALLATION OF THE EMERGENCY EXIT DOOR
• <u>52-20-05-960-801</u>	REPLACEMENT OF THE EMERGENCY EXIT DOOR SEAL
• <u>52-20-13-960-801</u>	REPLACEMENT / ADJUSTMENT OF THE EMERGENCY EXIT DOOR STOPS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• <u>LOW FREEZE POINT GREASE</u>	MIL-PRF-23827
• <u>LUBRICATING OIL</u>	
• <u>ALIPHATIC NAPHTHA</u>	
• <u>MOLY LUBRICANT</u>	
• <u>WATER ABRASIVE PAPER</u>	
• <u>PRUSSIAN BLUE</u>	
OR <u>DEVELOPER</u>	
• <u>WASH PRIMER</u>	P99
• <u>ANTI-CORROSION PRIMER</u>	PAC 33
• <u>TOP COAT PU66</u>	

D. Access

Reference	Designation
• <u>EMERG</u>	EMERGENCY EXIT DOOR
• <u>PAX</u>	PASSENGER DOOR

E. Miscellaneous

- CARDBOARD SHIMS (LOCAL PROCUREMENT)
- CLEAN LINT-FREE CLOTH (LOCAL PROCUREMENT)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. TEST OF THE EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE CABIN

- A. Pull the "PULL HERE TO OPEN" cover of the unlocking handle.
- B. Pull out the unlocking handle while holding emergency exit door.
- C. Check that the upper section of emergency exit door is released and that the emergency exit door swings on its two lower ball-joints.
- D. Remove emergency exit door (**EMERG**).

4. SERVICING OF THE EMERGENCY EXIT DOOR

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

A. Preliminary steps

- (1) Remove emergency exit door (**EMERG**) (Refer to **TASK 52-20-01-900-801**, paragraph "Removal of Emergency Exit Door"), if not previously removed.

B. Inspection/Check

(1) On the emergency exit door

- (a) Check that the unlocking handle (1) and the locking pawl (3) rotate freely (hard points or play).
- (b) Check the condition and attachment of handle and locking pawl return springs (4).
- (c) Check that the return springs (4) fulfill their functions.
- (d) Check the condition and attachment of the seal (5) around emergency exit door; replace the seal if necessary (Refer to **TASK 52-20-05-960-801**).
- (e) On the external side of the emergency exit door, check the external frangible disk (6) for:
 - condition,
 - attachment,
 - no separation,
 - no tearing.

(2) On the frame

- (a) Check the condition of the fuselage side of the frame (seal support), paying particular attention to the two lower ball-joints (2) (**fig. 1** or **fig. 2**: cross-section C).
- (b) On the fuselage side of the frame, check the upper and the lateral stops (8) for scratch. It is possible to surface-hone a scratch, provided that the condition of wear defined in paragraph 4.B.(2)(c) are met. After the surface-honing, apply the PU66 paint scheme (**wash primer + anti-corrosion primer + top coat PU66**) (Refer to **TASK 20-60-00-370-803**) on the stop.
- (c) Check of wear on the stops (8)

- 1 Apply **prussian blue** or **developer** on each emergency exit door stops (**fig. 1** or **fig. 2** : cross-section A, item (7)).
- 2 Position and push the emergency exit door (**EMERG**) into its frame.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3 In the area adjacent to each stops, check the clearance between the inner section of the frame and the emergency exit door. It must be greater than or equal to 0.8 mm (0.031 in) (**fig. 1** or **fig. 2** : cross-section A).

4 Remove the emergency exit door (**EMERG**).

5 Check that the size of the bearing surface (surface without **prussian blue** or **developer**) is greater than or equal to 5 mm (0.2 in) (**fig. 1** or **fig. 2** : cross-section A).

6 If one of this value is out of tolerance, adjust or replace the stops (Refer to **TASK 52-20-13-960-801**).

(d) Check the condition of the emergency exit door electrical power supply contacts (electric-arc burns).

If necessary, clean with **water abrasive paper** (grade 1200).

C. Lubrication (**fig. 1** or **fig. 2**)

(1) Locking mechanism

(a) While slowly actuating the handle (1), lubricate the following parts with **lubricating oil**:

- handle shaft (1a),
- upper lock shaft (3a),
- both springs (4).

(b) Wipe off the excess oil with a cloth.

(2) Sparingly lubricate the two lower ball-joints (2) and the stops (8) with **low freeze point grease**.

D. Seal Servicing

(1) Clean the seal (5) and its edges with a clean lint-free cloth moistened with **aliphatic naphtha**.

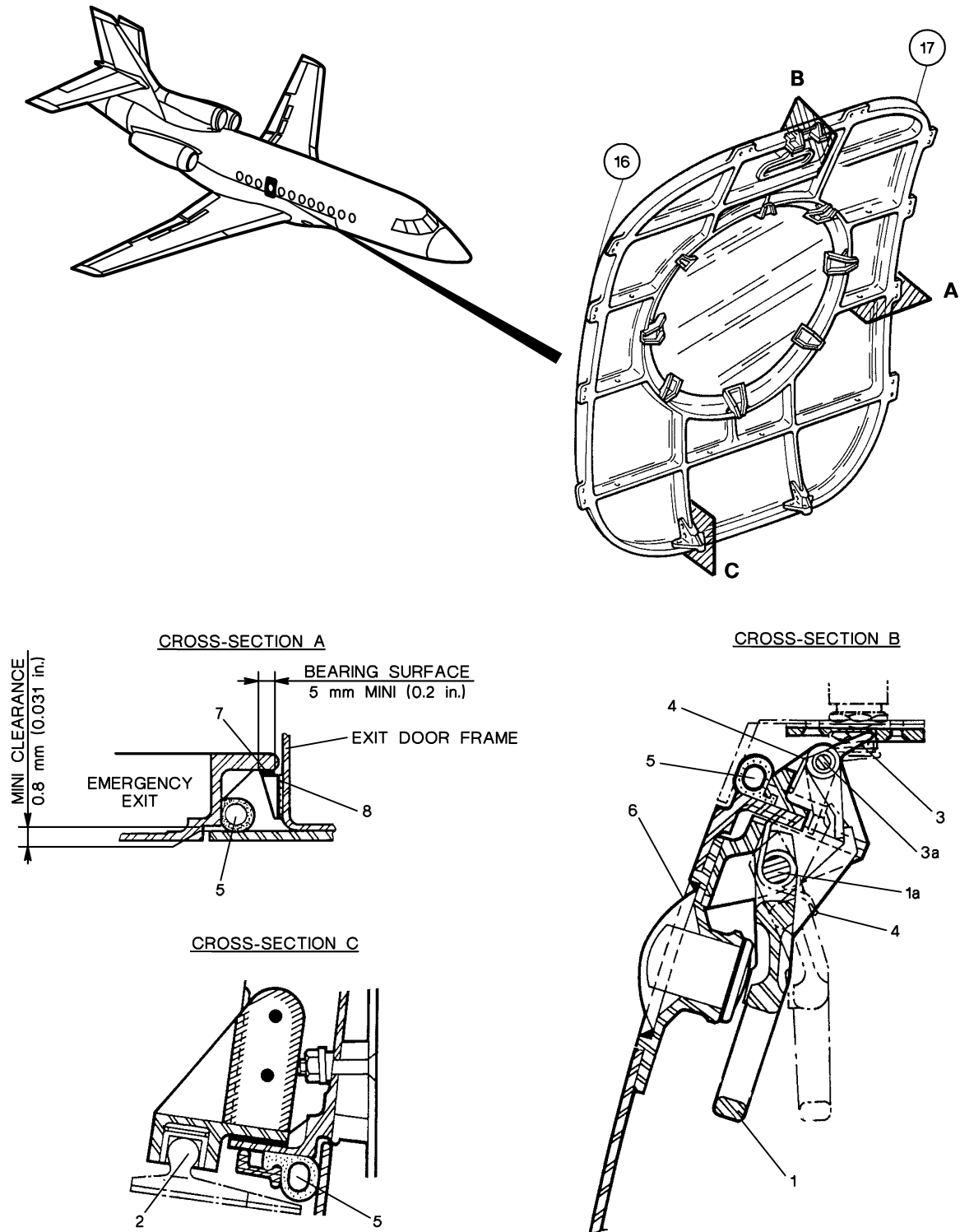
(2) Spray a coat of **moly lubricant** on the seal (5).

E. Final steps

(1) Install emergency exit door (**EMERG**) (Refer to **TASK 52-20-01-900-801**, paragraph "Installation of Emergency Exit Door").



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



(A/C without M3953)

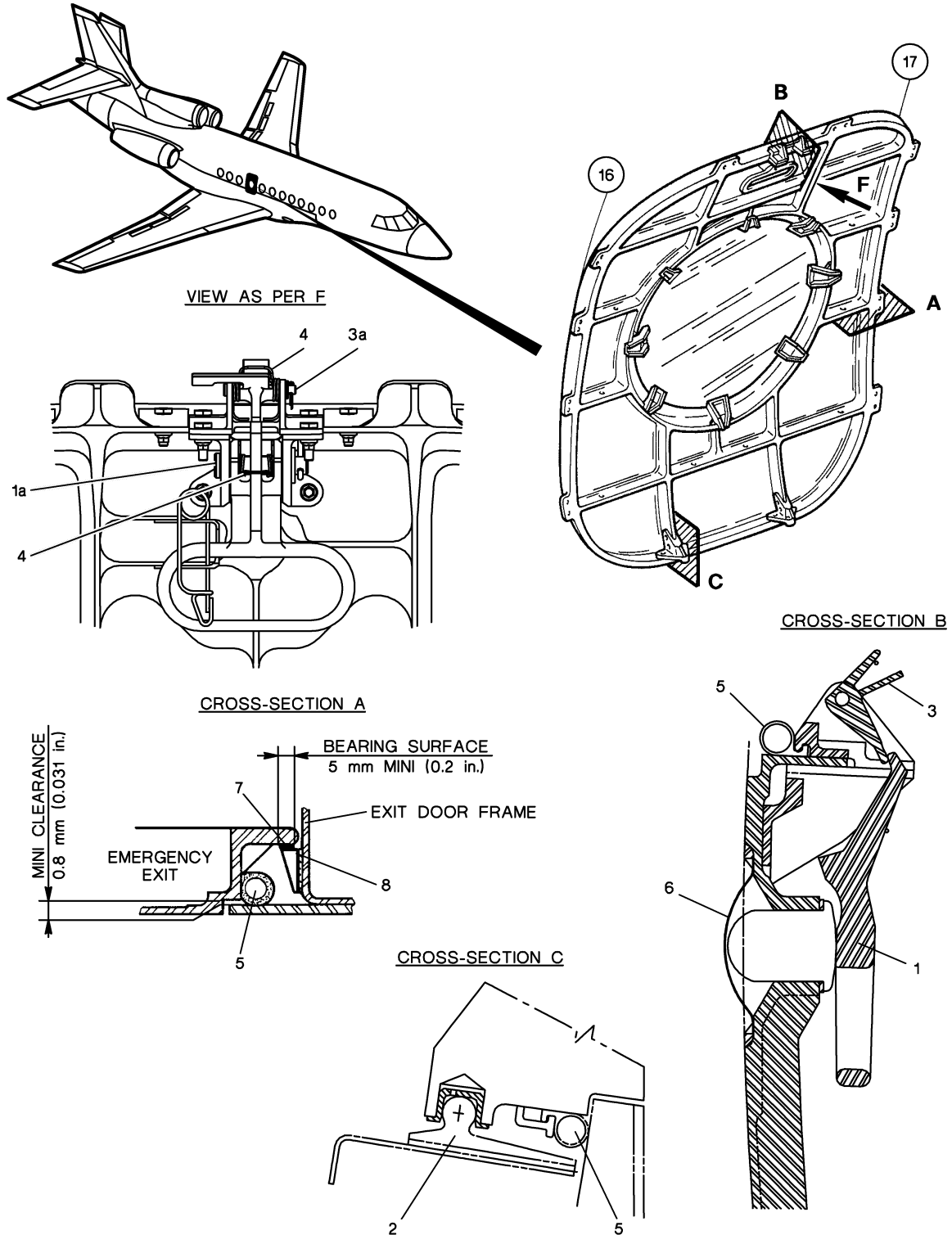
Figure 1: Emergency Exit - Structure and Locking Mechanism



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



(A/C with M3953)

Figure 2: Emergency Exit - Structure and Locking Mechanism

Effectivity: ALL
Rev. Date: JUN 10/2011
52-20-00-610-801

page 6 / 6

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-28941; Directorate Identifier 2006-NM-276-AD; Amendment 39-15386; AD 2008-04-14]

RIN 2120-AA64

Airworthiness Directives; Dassault Model Falcon 2000, Falcon 2000EX, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10 Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD), which applies to all Dassault Model Falcon 2000, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10 series airplanes. That AD currently requires repetitive tests and inspections to detect discrepancies of the overwing emergency exit, and corrective action if necessary. This new AD expands the applicability of the existing AD and extends the repetitive test and inspection intervals for all airplanes. This AD results from reports of incorrect operation of the overwing emergency exit due to interference between the emergency exit and the interior accommodation. We are issuing this AD to prevent failure of the overwing emergency exits to open, and consequent injury to passengers or crewmembers during an emergency evacuation.

DATES: This AD becomes effective April 1, 2008.

ADDRESSES: For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (telephone 800-647-5527) is the Document

Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that supersedes AD 2000-12-15, amendment 39-11793 (65 FR 37480, June 15, 2000). The existing AD applies to all Dassault Model Falcon 2000, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10 series airplanes. That NPRM was published in the Federal Register on August 16, 2007 (72 FR 45958). That NPRM proposed to continue to require repetitive tests and inspections to detect discrepancies of the overwing emergency exit, and corrective action if necessary. That NPRM also proposed to expand the applicability of the existing AD and extend the repetitive test and inspection intervals for all airplanes.

Comments

We provided the public the opportunity to participate in the development of this AD. No comments have been received on the NPRM or on the determination of the cost to the public.

Change to the Final Rule

We have changed paragraph (f) of this final rule to specify that the actions required in that paragraph must be done in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (or its delegated agent). In addition, we have specified Chapter 5 of the applicable airplane maintenance manuals as one approved method of compliance for doing the actions required by that paragraph.

Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD with the change described previously. We have determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Costs of Compliance

This AD affects about 870 airplanes of U.S. registry.

The actions that are required by AD 2000-12-15 and retained in this AD take about 1 work hour per airplane, at an average labor rate of \$80 per work hour. Based on these figures, the estimated cost of the currently required actions is \$80 per airplane, per test and inspection cycle.

The new required actions take about 1 work hour per airplane, at an average labor rate of \$80 per work hour. Based on these figures, the estimated cost of the new actions required by this AD for U.S. operators is \$69,600, or \$80 per airplane, per test and inspection cycle.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866;
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket. See the ADDRESSES section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended].

2. The Federal Aviation Administration (FAA) amends § 39.13 by removing amendment 39-11793 (65 FR 37480, June 15, 2000) and by adding the following new airworthiness directive (AD):



2008-04-14 Dassault Aviation (Formerly Avions Marcel Dassault-Breguet Aviation (AMD/BA)): Amendment 39-15386. Docket No. FAA-2007-28941; Directorate Identifier 2006-NM-276-AD.

Effective Date

- (a) This AD becomes effective April 1, 2008.

Affected ADs

- (b) This AD supersedes AD 2000-12-15.

Applicability

(c) This AD applies to all Dassault Model Falcon 2000, Falcon 2000EX, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10 airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a report of incorrect operation of the overwing emergency exit due to interference between the emergency exit and the interior accommodation. We are issuing this AD to prevent failure of the overwing emergency exits to open, and consequent injury to passengers or crewmembers during an emergency evacuation.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2000-12-15 With Revised Repetitive Interval

Operational Test and Inspection

(f) For Dassault Model Falcon 2000, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10 airplanes: Within 30 days after July 20, 2000 (the effective date of AD 2000-12-15), perform an operational test and detailed inspection of the overwing emergency exit from inside the cabin to detect discrepancies (including separation, tearing, wearing, arcing, cracking) in the areas and components listed in Chapter 5 (ATA Code 52) of the applicable airplane maintenance manual (AMM). Accomplish the actions in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent). If any discrepancy is detected during any test or inspection required by this paragraph, prior to further flight, repair in accordance with a method approved by the Manager, International Branch; or EASA (or its delegated agent). Chapter 5 (ATA Code 52) of the applicable

AMM is one approved method for the actions required by this paragraph. Repeat the operational test and inspection thereafter at intervals not to exceed 24 months.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

New Requirements of This AD

Operational Test and Inspection

(g) For Dassault Model Falcon 2000EX airplanes: Within 30 days after the effective date of this AD, perform the operational test and detailed inspection of the overwing emergency exit required by paragraph (f) of this AD. If any discrepancy is detected during any test or inspection required by this paragraph, prior to further flight, repair as required by paragraph (f). Repeat the operational test and inspection at intervals not to exceed 24 months.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Special Flight Permits

(i) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.


Related Information

(j) EASA airworthiness directives 2006-0147, 2006-0148, 2006-0149, and 2006-0156, all dated June 7, 2006, also address the subject of this AD.

Material Incorporated by Reference

(k) None.

Issued in Renton, Washington, on February 13, 2008.
Stephen P. Boyd,
Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E8-3403 Filed 2-25-08; 8:45 am]

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2006 - 0149</p> <p>Date: 07 June 2006</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name : DASSAULT AVIATION	Type/Model designation(s): MYSTERE-FALCON 50 - MYSTERE-FALCON 900 FALCON 900EX FALCON 900EX (version F900EX EASy)
TCDS Number : DGAC 163	
Foreign AD Nr : None	
Supersedure : DGAC AD 1999-213-025(B)	
ATA 52	Doors – Over Wing Emergency Exit - Inspection
Manufacturers :	DASSAULT AVIATION – Avions Marcel Dassault-Breguet Aviation
Applicability :	<p>All Mystere-Falcon 50 airplanes for which Aircraft Maintenance Manual (AMM) Airworthiness Limitation section -chapter 5-40 - is not at revision 16 or above.</p> <p>All Mystere-Falcon 900 airplanes for which AMM chapter 5-40 is not at revision 15 or above.</p> <p>All Falcon 900EX airplanes for which AMM chapter 5-40 is not at revision 08 or above.</p> <p>All Falcon 900EX EASy airplanes for which AMM chapter 5-40 is not at revision 02 or above.</p>
Reason :	<p>During operation of the over wing emergency exit of a Mystere-Falcon 50, it has been reported that opening of the emergency exit did not operate in a proper manner, due to interference between emergency exit and interior accommodation.</p> <p>The DGAC 1999-213-025(B) Airworthiness Directive (AD) introduced an opening test interval of 13 months. The current AD supersedes the previous AD, extends the opening test interval from 13 months to 24 months and</p>

	introduces the requirement for the Falcon 900EX EASy airplanes.																																													
Effective Date :	21 June 2006																																													
Compliance :	<p>The following measure is rendered mandatory from the effective date of this AD.</p> <p>Within 30 days, insert the following instruction in § B “Mandatory maintenance operations” of the AMM Airworthiness Limitations Section – whichever its version English or French.</p> <p>This can be achieved by inserting a copy of this AD in Chapter 5-40 of the AMM.</p> <ul style="list-style-type: none">▪ Model Mystere-Falcon 50 airplane <table><tr><th>ATA 100 NUMBER</th><th>DESCRIPTION OF OPERATION</th><th>WORK CARD NUMBER</th><th>OPERATION CODE</th><th>MAXIMUM TIME LIMIT</th></tr><tr><td>52</td><td><u>DOORS</u></td><td></td><td></td><td></td></tr><tr><td>52-20-01</td><td>- unlocking test from inside of window emergency exit, RH and LH</td><td>663.0</td><td>522111 522131</td><td>24 months</td></tr></table> <ul style="list-style-type: none">▪ Model Mystere-Falcon 900 airplane <table><tr><th>ATA 100 MAINTENANCE PROCEDURE</th><th>DESCRIPTION OF MAINTENANCE PROCEDURES</th><th>OPERATION CODE</th><th>MAXIMUM TIME LIMIT (MAINTENANCE FREQUENCY)</th></tr><tr><td>52</td><td><u>DOORS</u></td><td></td><td></td></tr><tr><td>*52-200</td><td>unlocking test from inside of window emergency exit</td><td>522107</td><td>24 months</td></tr></table> <ul style="list-style-type: none">▪ Model Mystere-Falcon 900EX airplane <table><tr><th>ATA 100 MAINTENANCE PROCEDURE</th><th>DESCRIPTION OF MAINTENANCE PROCEDURES</th><th>SAFETY ANALYSIS MAXIMUM TIME LIMIT</th></tr><tr><td>52</td><td><u>DOORS</u></td><td></td></tr><tr><td>52-205</td><td>unlocking test from inside of window emergency exit</td><td>24 months</td></tr></table> <ul style="list-style-type: none">▪ Model Mystere-Falcon 900EX EASy airplane <table><tr><th>ATA 100 MAINTENANCE PROCEDURE</th><th>DESCRIPTION OF MAINTENANCE PROCEDURES</th><th>SAFETY ANALYSIS MAXIMUM TIME LIMIT</th></tr><tr><td>52</td><td><u>DOORS</u></td><td></td></tr><tr><td>52-205</td><td>unlocking test from inside of window emergency exit</td><td>24 months</td></tr></table> <p>Updating the chapter 5-40 with its appropriate revision - revision 16 for MF50, revision 15 for MF900, revision 08 for Falcon900EX and revision 02 for Falcon 900EX EASy airplanes - is a terminating action of the requirement of this AD.</p>	ATA 100 NUMBER	DESCRIPTION OF OPERATION	WORK CARD NUMBER	OPERATION CODE	MAXIMUM TIME LIMIT	52	<u>DOORS</u>				52-20-01	- unlocking test from inside of window emergency exit, RH and LH	663.0	522111 522131	24 months	ATA 100 MAINTENANCE PROCEDURE	DESCRIPTION OF MAINTENANCE PROCEDURES	OPERATION CODE	MAXIMUM TIME LIMIT (MAINTENANCE FREQUENCY)	52	<u>DOORS</u>			*52-200	unlocking test from inside of window emergency exit	522107	24 months	ATA 100 MAINTENANCE PROCEDURE	DESCRIPTION OF MAINTENANCE PROCEDURES	SAFETY ANALYSIS MAXIMUM TIME LIMIT	52	<u>DOORS</u>		52-205	unlocking test from inside of window emergency exit	24 months	ATA 100 MAINTENANCE PROCEDURE	DESCRIPTION OF MAINTENANCE PROCEDURES	SAFETY ANALYSIS MAXIMUM TIME LIMIT	52	<u>DOORS</u>		52-205	unlocking test from inside of window emergency exit	24 months
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52	<u>DOORS</u>																																													
52-205	unlocking test from inside of window emergency exit	24 months																																												

	The AD may then be removed from the AMM.
Ref. Publications :	<ul style="list-style-type: none"> - Mystere-Falcon 50 : Dassault Aviation DMD 11 765 chapter 5-40 rev. 15 - Mystere-Falcon 900 : Dassault Aviation DMD 35 542 chapter 5-40 rev. 14 - Falcon 900EX : Dassault Aviation DTM 568 chapter 5-40 rev. 07 - Falcon 900EX Easy : Dassault Aviation DGT 620 chapter 5-40 rev. 01 or later approved revisions.
Remarks :	<p>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</p> <p>2. This AD was posted as PAD 06-097 for consultation on 13 April 2006 with a comment period until 4 May 2006. No comment was raised during consultation period.</p> <p>3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .</p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact Dassault Falcon Technical Assistance:</p> <ul style="list-style-type: none"> - For Europe, Middle East and Africa based operators : Hot Line : (33) 1 47 11 35 35 Fax (33)1 47 11 89 49 - For USA, Canada and Mexico based operators : Help Desk : (1) 800-2FALCON (2325266) Fax (1)201 541 4740 - All other areas : Help Desk : (1) 201 541 4747 Fax (1)201 541 4740

Project No: **BDHRN002**Job Card No **0060**

Notif.No.: 10049110

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: **SERV Emergency Exit Door**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 52

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

EMERG,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069331 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.

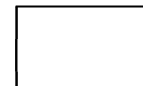
Defect Card Raised

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: 52-20-00-610-801

Operator Code: 52-20-00-610-801-02

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.: **52-20-00-610-801-02**

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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**>52-20-00-610-801- SERVICING EMERGENCY EXIT DOOR
02**

REMARKS : _____

AMM 52-20-00-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 52-20-00-610-801 SERVICING OF THE EMERGENCY EXIT DOOR

1. OVERVIEW OF THE JOB

Operation codes:

- 52-20-00-610-801-01 Test of the emergency exit door unlocking from inside the cabin
- 52-20-00-610-801-02 Servicing of the emergency exit door

NOTE: Two operators are necessary to install the emergency exit door (**EMERG**).

2. LOGISTICS

A. References

Reference	Designation
• <u>20-60-00-370-803</u>	APPLICATION OF PU66 CELOMER PAINT SCHEME
• <u>52-20-01-900-801</u>	REMOVAL / INSTALLATION OF THE EMERGENCY EXIT DOOR
• <u>52-20-05-960-801</u>	REPLACEMENT OF THE EMERGENCY EXIT DOOR SEAL
• <u>52-20-13-960-801</u>	REPLACEMENT / ADJUSTMENT OF THE EMERGENCY EXIT DOOR STOPS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• <u>LOW FREEZE POINT GREASE</u>	MIL-PRF-23827
• <u>LUBRICATING OIL</u>	
• <u>ALIPHATIC NAPHTHA</u>	
• <u>MOLY LUBRICANT</u>	
• <u>WATER ABRASIVE PAPER</u>	
• <u>PRUSSIAN BLUE</u>	
OR <u>DEVELOPER</u>	
• <u>WASH PRIMER</u>	P99
• <u>ANTI-CORROSION PRIMER</u>	PAC 33
• <u>TOP COAT PU66</u>	

D. Access

Reference	Designation
• <u>EMERG</u>	EMERGENCY EXIT DOOR
• <u>PAX</u>	PASSENGER DOOR

E. Miscellaneous

- CARDBOARD SHIMS (LOCAL PROCUREMENT)
- CLEAN LINT-FREE CLOTH (LOCAL PROCUREMENT)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. TEST OF THE EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE CABIN

- A. Pull the "PULL HERE TO OPEN" cover of the unlocking handle.
- B. Pull out the unlocking handle while holding emergency exit door.
- C. Check that the upper section of emergency exit door is released and that the emergency exit door swings on its two lower ball-joints.
- D. Remove emergency exit door (**EMERG**).

4. SERVICING OF THE EMERGENCY EXIT DOOR

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

A. Preliminary steps

- (1) Remove emergency exit door (**EMERG**) (Refer to **TASK 52-20-01-900-801**, paragraph "Removal of Emergency Exit Door"), if not previously removed.

B. Inspection/Check

(1) On the emergency exit door

- (a) Check that the unlocking handle (1) and the locking pawl (3) rotate freely (hard points or play).
- (b) Check the condition and attachment of handle and locking pawl return springs (4).
- (c) Check that the return springs (4) fulfill their functions.
- (d) Check the condition and attachment of the seal (5) around emergency exit door; replace the seal if necessary (Refer to **TASK 52-20-05-960-801**).
- (e) On the external side of the emergency exit door, check the external frangible disk (6) for:
 - condition,
 - attachment,
 - no separation,
 - no tearing.

(2) On the frame

- (a) Check the condition of the fuselage side of the frame (seal support), paying particular attention to the two lower ball-joints (2) (**fig. 1** or **fig. 2**: cross-section C).
- (b) On the fuselage side of the frame, check the upper and the lateral stops (8) for scratch. It is possible to surface-hone a scratch, provided that the condition of wear defined in paragraph 4.B.(2)(c) are met. After the surface-honing, apply the PU66 paint scheme (**wash primer + anti-corrosion primer + top coat PU66**) (Refer to **TASK 20-60-00-370-803**) on the stop.
- (c) Check of wear on the stops (8)

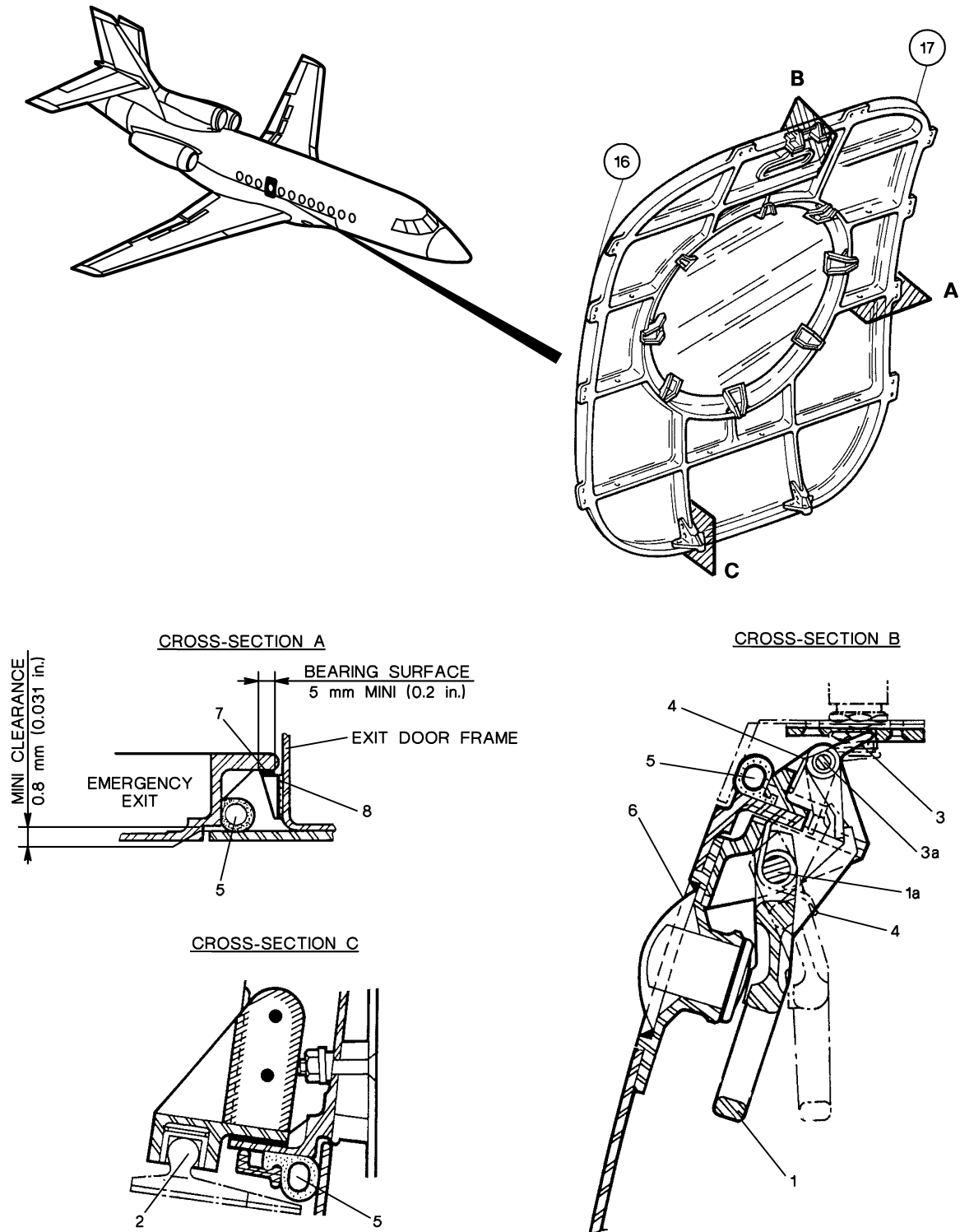
- 1 Apply **prussian blue** or **developer** on each emergency exit door stops (**fig. 1** or **fig. 2** : cross-section A, item (7)).
- 2 Position and push the emergency exit door (**EMERG**) into its frame.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- 3 In the area adjacent to each stops, check the clearance between the inner section of the frame and the emergency exit door. It must be greater than or equal to 0.8 mm (0.031 in) (**fig. 1** or **fig. 2** : cross-section A).
 - 4 Remove the emergency exit door (**EMERG**).
 - 5 Check that the size of the bearing surface (surface without **prussian blue** or **developer**) is greater than or equal to 5 mm (0.2 in) (**fig. 1** or **fig. 2** : cross-section A).
 - 6 If one of this value is out of tolerance, adjust or replace the stops (Refer to **TASK 52-20-13-960-801**).
- (d) Check the condition of the emergency exit door electrical power supply contacts (electric-arc burns).
- If necessary, clean with **water abrasive paper** (grade 1200).
- C. Lubrication (**fig. 1** or **fig. 2**)
- (1) Locking mechanism
 - (a) While slowly actuating the handle (1), lubricate the following parts with **lubricating oil**:
 - handle shaft (1a),
 - upper lock shaft (3a),
 - both springs (4).
 - (b) Wipe off the excess oil with a cloth.
 - (2) Sparingly lubricate the two lower ball-joints (2) and the stops (8) with **low freeze point grease**.
- D. Seal Servicing
- (1) Clean the seal (5) and its edges with a clean lint-free cloth moistened with **aliphatic naphtha**.
 - (2) Spray a coat of **moly lubricant** on the seal (5).
- E. Final steps
- (1) Install emergency exit door (**EMERG**) (Refer to **TASK 52-20-01-900-801**, paragraph "Installation of Emergency Exit Door").



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



(A/C without M3953)

Figure 1: Emergency Exit - Structure and Locking Mechanism

Effectivity: ALL
Rev. Date: JUN 10/2011
52-20-00-610-801

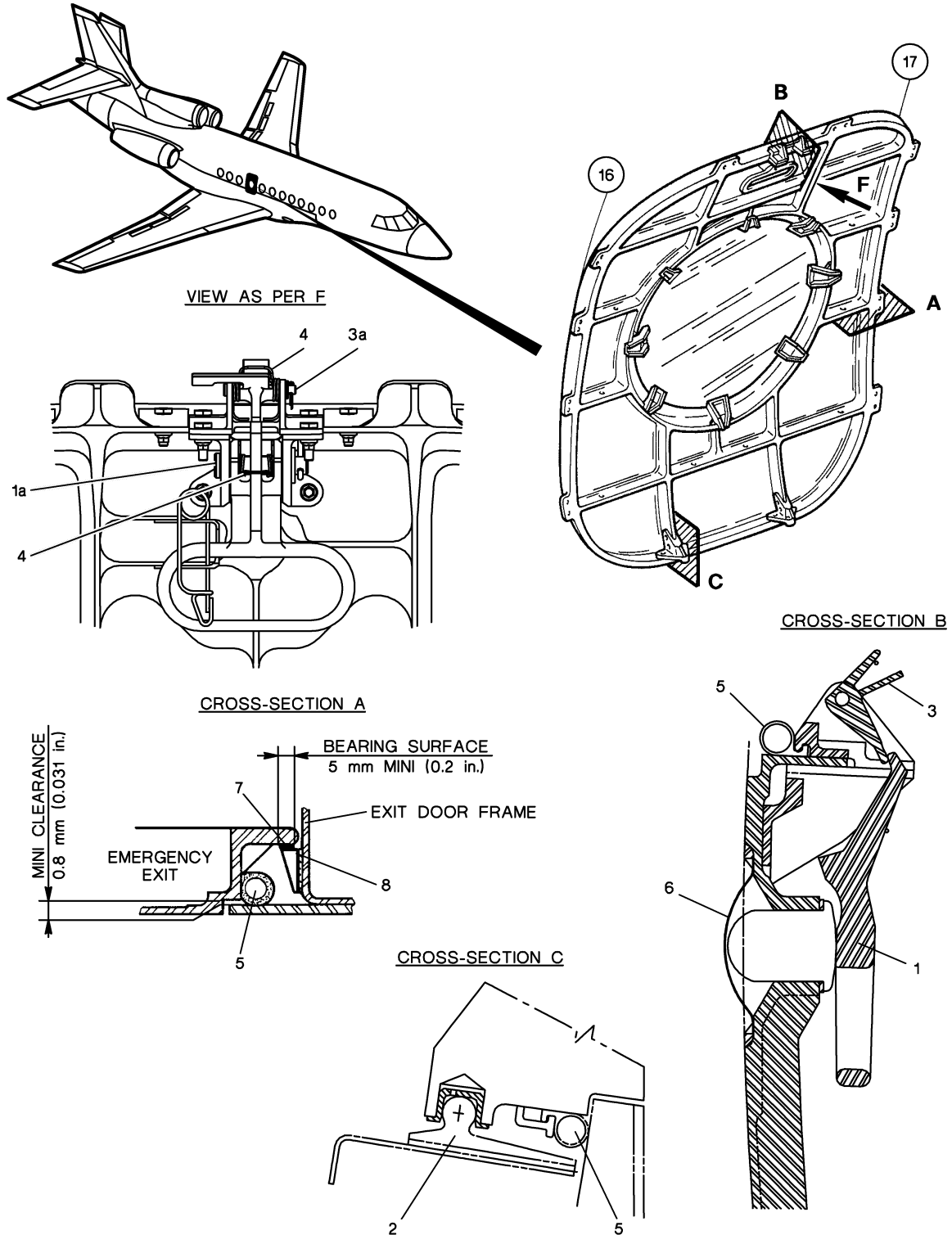
page 4 / 6



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



(A/C with M3953)

Figure 2: Emergency Exit - Structure and Locking Mechanism

Effectivity: ALL
Rev. Date: JUN 10/2011
52-20-00-610-801

page 6 / 6

Project No: **BDHRN002**Job Card No **0061**

Notif.No.: 10049112

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: **SERV CABIN/BAG COMPARTMENT DOOR**

ETOPS A/C: No RVSM A/C: No Warranty: - ATA: 52

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069278 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.

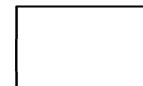
Defect Card Raised

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: 52-53-00-610-801

Operator Code: 52-53-00-610-801-01

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.: **52.110**

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
------	------	-----------------------

**>52-53-00-610-801- SERVICING OF THE CABIN / BAGGAGE COMPARTMENT DOOR
01**

REMARKS : _____

AMM 52-53-00-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 52-53-00-610-801 SERVICING OF THE CABIN / BAGGAGE COMPARTMENT DOOR

1. OVERVIEW OF THE JOB

Operation code: 52-53-00-610-801-01

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TO-20-040	SPRING SCALE - CAPACITY 25 DAN (60 LBF)	

C. Ingredients and Consumable Products

Designation	Additional designation
• LUBRICATING OIL	

D. Energy

- ELECTRICAL

E. Access

Reference	Designation
• PAX	PASSENGER DOOR
• 281DZ	CABIN / BAGGAGE COMPARTMENT DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- Remove skin (6) from forward section of frame 25, on RH side.

4. INSPECTION/CHECK

- Open cabin/baggage compartment communication door ([281DZ](#)) and close it while checking the following points.

- Using a spring scale on the locking handle extremity, check:
 - the force required to operate the locking handle which should not exceed 5 daN (11.25 lbf),
 - the door opening operating force which should be:
 - door open at 10°: 0.5 ± 0.1 daN (1.1 ± 0.2 lbf),
 - door open at 90°: 1 ± 0.2 daN (2.2 ± 0.4 lbf).

NOTE: If the force are out of tolerance, refer to the manufacturer.

- Manually, check:

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- the free movement of the door around its hinges,
- the operation of the mechanism (no stiff point, or excessive clearance),
- the effective locking on its frame.

5. **SERVICING**

Refer to **fig. 1**

A. Wipe seal (1) on door and seating on frame.

B. Check the condition of door seal (1).

NOTE: If defect is detected, replace door seal (1).

C. On the frame, check the condition of tenons (2) and their bore holes.

D. On the door, check the housings of tenons (3) and the condition of catches (4).

E. Check the condition and attachment of indicating microswitch (**8MW**).

F. Very lightly lubricate with lubricating oil:

- tenons (2) on door frame,
- tenons (3) and catches (4) on the door, if required,
- the two return springs (5),
- the rod of microswitch (**8MW**), the rocker roller and hinge pin (**fig. 1**, detail A),
- the opening handle mechanisms (**fig. 1**, detail B).

6. **CHECKS**

A. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").

B. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

C. Check that baggage compartment dome light (**5LH**) illuminates upon opening of cabin/baggage compartment communication door (**281DZ**).

D. Check that dome light (**5LH**) extinguishes upon closing of cabin/baggage compartment communication door (**281DZ**).

E. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-Energization with the Electrical Ground Power Unit").

F. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

7. **FINAL STEPS**

Refer to **fig. 1**

FALCON 900EX

AIRCRAFT MAINTENANCE MANUAL

- A. Re-install skin (6) of forward section of frame 25, on RH side.
- B. Close cabin/baggage compartment communication door (**281DZ**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

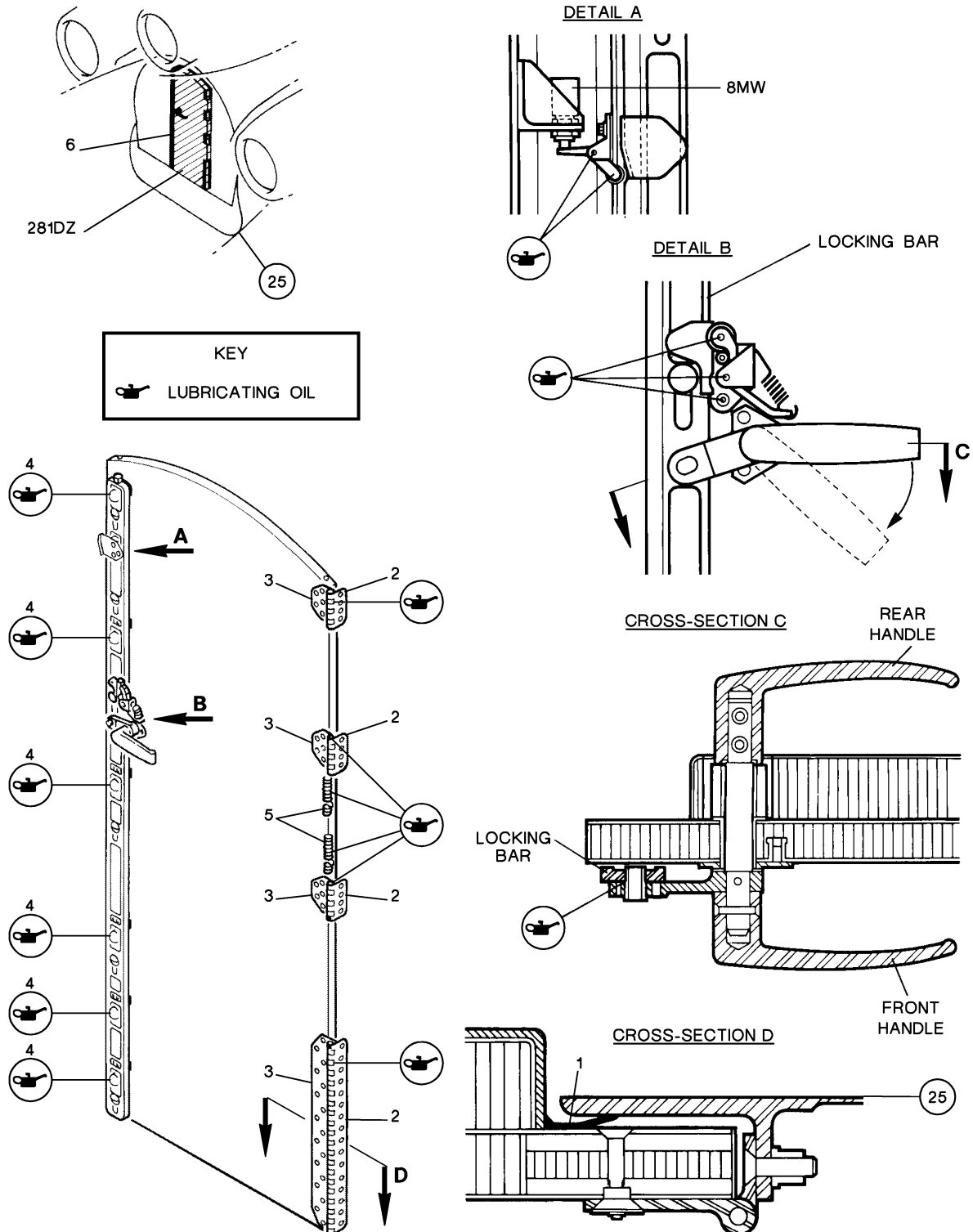


Figure 1: Servicing of Cabin/Baggage Compartment Communication Door

Project No: **BDHRN002**Job Card No **0062**

Notif.No.: 10049117

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: **LUB Opening Wdow Mechanism**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 56

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069239 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.

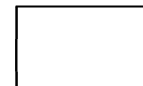
Defect Card Raised

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: 56-10-09-640-801

Operator Code: 56-10-09-640-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

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Print No: 1

Operator: **HERON AVIATION**

Work Card No.: **56.010**

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
------	------	-----------------------

**>56-10-09-640-801- LUBRICATION OPENING WINDOW MECHANISM
01**

REMARKS : _____

AMM 56-10-09-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 56-10-09-640-801 LUBRICATION OF THE OPENING WINDOW MECHANISM

1. OVERVIEW OF THE JOB

Operation code: 56-10-09-640-801-01 LH sliding window (**L35HH**)

2. LOGISTICS

A. References

Reference	Designation
• 56-10-09-900-801	REMOVAL / INSTALLATION OF THE OPENING WINDOW

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• LUBRICATING OIL	
• MOLY LUBRICANT	
• ALIPHATIC NAPHTHA	

D. Access

Reference	Designation
• PAX	PASSENGER DOOR

E. Miscellaneous

- CLOTH (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

Refer to **fig. 1**

- Open opening window (**L35HH**).
- Check that opening window (**L35HH**) slides freely and that locking in open position against rear stop is effective.
- Remove the trim panel from the opening window.

4. CHECKS/LUBRICATION

Refer to **fig. 1**

- Lubricate all mechanisms with **lubricating oil**.
- Open and close the window several times, lubricate again if required and wipe excess of **lubricating oil**.

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- C. With the opening window open, visually check mobile connector (71P) and fixed connector (71J):
- check for burns, signs of carbonization or arcing,
 - make sure that the insulating rings are attached to fixed connector (71J),
 - if defects are found, replace the connector and adjust it (Refer to **TASK 56-10-09-900-801**).

5. SEAL MAINTENANCE

- A. Clean the seal and its vicinity with a cloth moderately moistened with **aliphatic naphtha**.
- B. Spray a **moly lubricant** coat on the seal.

6. FINAL STEPS

- A. Install the trim panel on the opening window.
- B. Close and lock opening window (**L35HH**).

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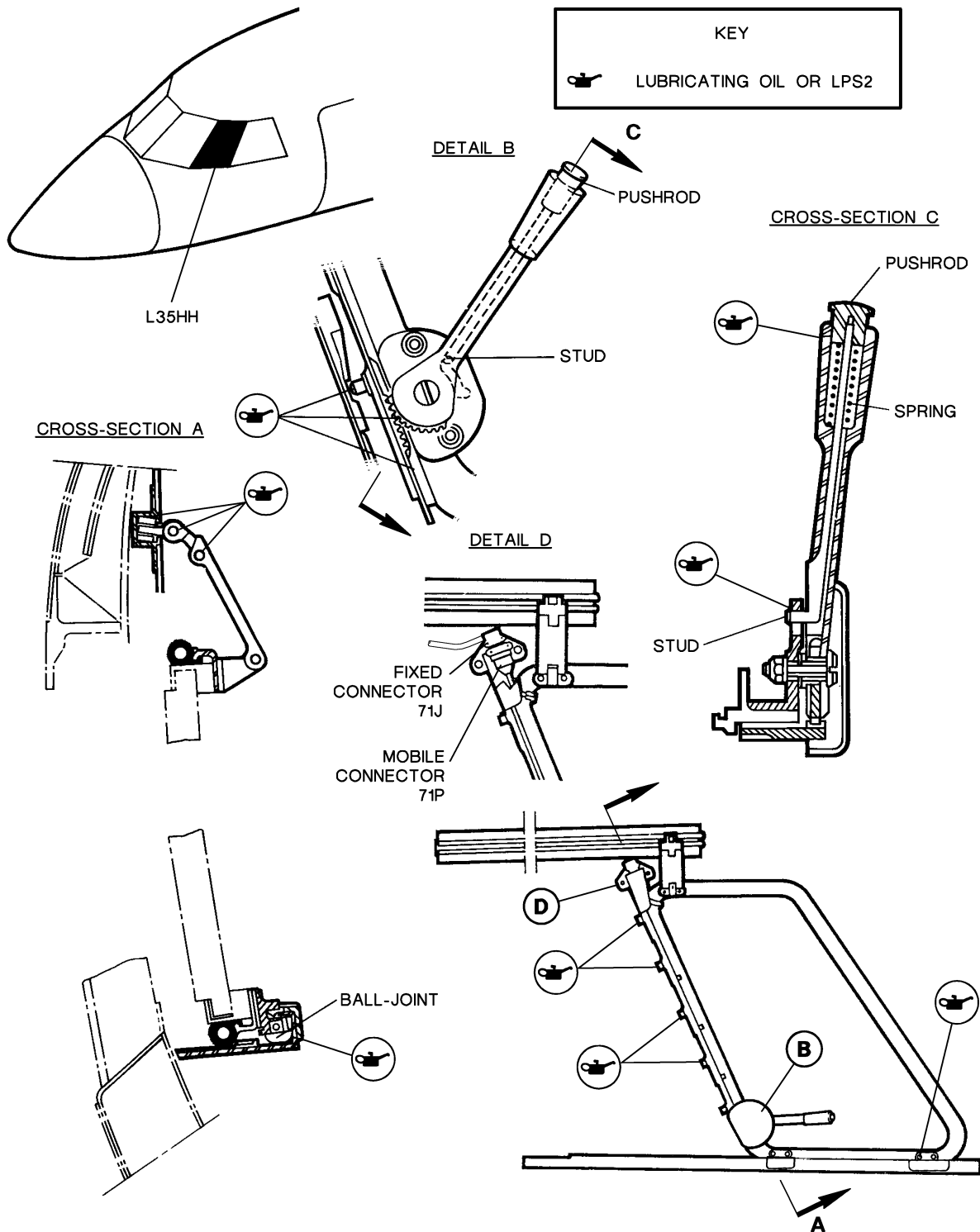


Figure 1: LUBRICATION OF OPENING WINDOW MECHANISM

Project No: **BDHRN002**Job Card No **0063**

Notif.No.: 10049065

Activity: **1002**

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: **CLN Sterilize Potable Water System**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 38

Check Type: 1A+ Inspection

Work Center	
FALCON A/C	

Zone: 200,300**Access Required for this task:**

BAG,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069274 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: 38-10-00-670-801

Operator Code: 38-10-00-670-801-01

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.: **38.020**

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
------	------	-----------------------

**>38-10-00-670-801- STERILIZATION OF THE POTABLE WATER SYSTEM
01**

REMARKS : _____

AMM 38-10-00-670-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 38-10-00-670-801 STERILIZATION OF THE POTABLE WATER SYSTEM

WARNING: IT IS MANDATORY TO OBSERVE THE SPECIFIED QUANTITIES OF PRODUCTS WHEN PREPARING THE DISINFECTING SOLUTION.

1. OVERVIEW OF THE JOB

Operation code: 38-10-00-670-801-01

NOTE 1: The potable water tank capacity is 55 liters (14.5 USG).

NOTE 2: The two drain containers located under the front and the rear drain masts must be removed only at the end of this procedure.

2. LOGISTICS

A. References

Reference	Designation
• 20-31-00-910-803	USE OF THE PUROGENE PRODUCT
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 38-10-00-610-801	PRESSURE REFILLING OF THE POTABLE WATER SYSTEM
• 38-10-00-610-802	GRAVITY REFILLING OF THE POTABLE WATER SYSTEM
• 38-10-00-680-801	DRAINING OF THE POTABLE WATER SYSTEM
• 38-13-01-960-801	REPLACEMENT OF THE MAIN FILTER CARTRIDGE
• 38-31-13-960-801	REPLACEMENT OF THE GALLEY WATER FILTER

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• WATER STERILIZATION PRODUCT	

D. Energy

- ELECTRICAL
- PNEUMATIC

E. Access

Reference	Designation
• BAG	BAGGAGE COMPARTMENT DOOR
• PAX	PASSENGER DOOR

F. Miscellaneous

- DRAIN CONTAINER (LOCAL PROCUREMENT) (QTY : 2)
- FUNNEL (LOCAL PROCUREMENT)
- CONTAINER WITH POURING SPOUT (LOCAL PROCUREMENT)

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- LP SOURCE OF AIR 7 BAR (100 PSI) (LOCAL PROCUREMENT)

3. STERILIZATION OF POTABLE WATER TANK (500MD) AND DELIVERY SYSTEM FOR A/C EQUIPPED WITH AN ELECTRIC PUMP

Refer to **fig. 1** and **fig. 3**

- A. Drain the potable water system (Refer to [TASK 38-10-00-680-801](#)).
- B. In a container, prepare the disinfecting solution of **water sterilization product** as follows:
 - (1) 0.48 g (7.4 gr) diluted in 3 l (0.8 US gal) of potable water, if the calcium hypochlorite product is used.
 - (2) (Refer to [TASK 20-31-00-910-803](#)), paragraph "Sterilization and permanent use", if the purogene product is used.
- C. In the rear toilet compartment:
 - (1) Remove gravity filling plug (1).
 - (2) Pour the disinfecting solution in potable water tank (500MD) through the gravity filling port, using a funnel.
 - (3) Only if you use the purogene product:
 - (a) Replace the main filter cartridge of water filter (506MD) (Refer to [TASK 38-13-01-960-801](#)).
 - (b) Replace the front galley filter (Refer to [TASK 38-31-13-960-801](#)).
 - (4) Fill potable water tank (500MD) at least halfway with water while rinsing the gravity filling port (Refer to [TASK 38-10-00-610-802](#)).
 - (5) Fill potable water tank (500MD) by gravity (Refer to [TASK 38-10-00-610-802](#)) or under pressure (Refer to [TASK 38-10-00-610-801](#)).
- D. Connect the electrical power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- E. Check that "GALLEY MASTER" (1HR) and "LAV MASTER" (21HR) circuit breakers are engaged.
- F. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- G. Pressurize the potable water system as follows:
 - (1) Check that shut-off valve (505MD) is set to "OPEN".
 - (2) Press "WATER PUMP" switch/light (2MD) in the RH front galley.
 - (3) Prime electric pump (3MD) by opening the cold and hot water faucets in the rear toilet.
 - (4) When electric pump (3MD) is primed (automatic operation), successively open all the rear and the front hot and cold water faucets (coffee machine included) until water flows out.
 - (5) Close all the rear and the front faucets.
- H. If calcium hypochlorite is used:

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- (1) Wait half an hour for the disinfecting solution for **water sterilization product** to take effect.
 - (2) Drain the potable water system (Refer to **TASK 38-10-00-680-801**).
 - (3) Fill potable water tank (**500MD**) by gravity (Refer to **TASK 38-10-00-610-802**) or under pressure (Refer to **TASK 38-10-00-610-801**).
 - (4) Pressurize the potable water system as follows:
 - press "WATER PUMP" switch/light (**2MD**) in the RH front galley,
 - prime electric pump (**3MD**) by opening the cold and hot water faucets in the rear toilet,
 - when electric pump (**3MD**) is primed (automatic operation), successively open all the rear and the front hot and cold water faucets (coffee machine included) until water flows out,
 - allow the water to flow for 1 minute,
 - close all the rear and the front faucets.
 - (5) Drain the potable water system (Refer to **TASK 38-10-00-680-801**).
 - (6) Replace the main filter cartridge of filter (**506MD**) (Refer to **TASK 38-13-01-960-801**).
 - (7) Replace the front galley filter (Refer to **TASK 38-31-13-960-801**).
 - (8) Fill potable water tank (**500MD**) by gravity (Refer to **TASK 38-10-00-610-802**) or under pressure (Refer to **TASK 38-10-00-610-801**).
- I. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- J. Disconnect the electrical power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").
- K. Remove and empty the two drain containers.

4. STERILIZATION OF POTABLE WATER TANK (500MD) AND DELIVERY SYSTEM FOR A/C EQUIPPED WITH PRESSURIZED AIR

Refer to **fig. 2**

- A. Drain the potable water system (Refer to **TASK 38-10-00-680-801**).
- B. In a container, prepare the disinfecting solution of **water sterilization product** as follows:
- (1) 0.48 g (0.00106 lb) diluted in 3 l (0.8 US gal) of potable water, if the calcium hypochlorite product is used,
 - (2) (Refer to **TASK 20-31-00-910-803**), paragraph "Sterilization and permanent use", if the purogene product is used.
- C. In the rear toilet compartment:
- (1) Press the gravity filling plug to de-pressurize potable water tank (**500MD**).
 - (2) Rotate the gravity filling plug counterclockwise to open it.
NOTE: A red indicator shows on the gravity filling plug when it is unlocked.
 - (3) Remove the gravity filling plug.

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- (4) Pour the disinfecting solution in potable water tank (500MD) through the gravity filling port, using a funnel.
 - (5) Only if you use the purogene product:
 - (a) Replace the main filter cartridge of water filter (506MD) (Refer to [TASK 38-13-01-960-801](#)).
 - (b) Replace the front galley filter (Refer to [TASK 38-31-13-960-801](#)).
 - (6) Fill potable water tank (500MD) at least halfway with water while rinsing the gravity filling port (Refer to [TASK 38-10-00-610-802](#)).
 - (7) Fill potable water tank (500MD) by gravity (Refer to [TASK 38-10-00-610-802](#)) or under pressure (Refer to [TASK 38-10-00-610-801](#)).
- D. Pressurize the potable water tank system as follows:
- (1) on the control panel, check that "AIR SUPPLY" valve (608HU) is set to "ON".
 - (2) on the control panel, check on "WATER TANK PRESSURE" gauge (609HU) that the potable water tank is pressurized.
- NOTE: If potable water tank (500MD) is not pressurized (accumulator (605HU) discharged), pressurize it by connecting a source of dry compressed air to air supply charging valve (602HU), or by starting up the APU (see the Airplane Flight Manual).
- E. On the control panel, check that "VANITY WATER SUPPLY" valve (505MD) and "CABIN WATER SUPPLY" valve (531MD) are set to "ON".
- F. Bleed the potable water distribution system by opening the following faucets until the water flows out:
- rear washbasin mixer faucet (507MD),
 - the galley-mixer faucet (if any),
 - the front washbasin mixer faucet (if any).
- G. Close the following faucets:
- rear washbasin mixer faucet (507MD),
 - the galley-mixer faucet (if any),
 - the front washbasin mixer faucet (if any).
- NOTE: If purogene is used, it is not mandatory to drain then to fill the potable water system at the end of this paragraph "Sterilization of potable and delivery system".
- H. If calcium hypochlorite is used:
- (1) Wait half an hour for the disinfecting solution for **water sterilization product** to take effect.
 - (2) Drain the potable water system (Refer to [TASK 38-10-00-680-801](#)).
 - (3) Fill potable water tank (500MD) by gravity (Refer to [TASK 38-10-00-610-802](#)) or under pressure (Refer to [TASK 38-10-00-610-801](#)).
 - (4) Pressurize the potable water tank system as follows:
 - (a) on the control panel, check that "AIR SUPPLY" valve (608HU) is set to "ON".

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- (b) on the control panel, check on "WATER TANK PRESSURE" gauge (609HU) that the potable water tank is pressurized.
- NOTE:** If potable water tank (500MD) is not pressurized (accumulator (605HU) discharged), pressurize it by connecting a source of dry compressed air to air supply charging valve (602HU), or by starting up the APU (see the Airplane Flight Manual).
- (5) On the control panel, check that "VANITY WATER SUPPLY" valve (505MD) and "CABIN WATER SUPPLY" valve (531MD) are set to "ON".
- (6) Bleed the potable water distribution system by opening the following faucets until the water flows out:
- rear washbasin mixer faucet (507MD),
 - the galley-mixer faucet (if any),
 - the front washbasin mixer faucet (if any).
- (7) Allow the water to flow for 1 minute.
- (8) Close the following faucets:
- rear washbasin mixer faucet (507MD),
 - the galley-mixer faucet (if any),
 - the front washbasin mixer faucet (if any).
- (9) Drain the potable water system (Refer to [TASK 38-10-00-680-801](#)).
- (10) Replace the main filter cartridge of filter (506MD) (Refer to [TASK 38-13-01-960-801](#)).
- (11) Replace the front galley filter (Refer to [TASK 38-31-13-960-801](#)).
- (12) Fill potable water tank (500MD) by gravity (Refer to [TASK 38-10-00-610-802](#)) or under pressure (Refer to [TASK 38-10-00-610-801](#)).
- I. Shut down the APU (see the Airplane Flight Manual), as applicable.
- J. Disconnect the source of dry compressed air, as applicable.
- K. Remove and empty the two drain containers.

5. SHOCK TREATMENT FOR A/C EQUIPPED WITH AN ELECTRIC PUMP

Refer to **fig. 1** and **fig. 3**

WARNING: THE DISINFECTING SOLUTION USED AT THE CONCENTRATION REQUIRED FOR SHOCK TREATMENT MUST BE FULLY DRAINED BEFORE ANY USE OF THE WATER SYSTEM FOR CATERING PURPOSES.

CAUTION: THIS TREATMENT IS DONE ONLY ONCE ALL THE CLEANING OPERATIONS HAVE BEEN PERFORMED AND IF THE SULPHUROUS SMELL PERSISTS.

- A. In a container, prepare the disinfecting solution of **water sterilization product** as follows:
- (1) 0.96 g (14.8 gr) diluted in 3 l (0.8 US gal) of potable water, if the calcium hypochlorite product is used.
- (2) (Refer to [TASK 20-31-00-910-803](#)), paragraph "Shock treatment", if the purogene product is used.

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- B. In the rear toilet compartment:
- (1) Remove gravity filling plug (1).
 - (2) Pour the disinfecting solution in potable water tank (500MD) through the gravity filling port, using a funnel.
 - (3) Fill potable water tank (500MD) at least halfway with water while rinsing the gravity filling port (Refer to [TASK 38-10-00-610-802](#)).
 - (4) Fill potable water tank (500MD) by gravity (Refer to [TASK 38-10-00-610-802](#)) or under pressure (Refer to [TASK 38-10-00-610-801](#)).
- C. Connect the electrical power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- D. Check that "GALLEY MASTER" (1HR) and "LAV MASTER" (21HR) circuit breakers are engaged.
- E. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- F. Pressurize the potable water system as follows:
- (1) Check that shut-off valve (505MD) is set to "OPEN".
 - (2) Press "WATER PUMP" switch/light (2MD) in the RH front galley.
 - (3) Prime electric pump (3MD) by opening the cold water and the hot water faucets in the rear toilet.
 - (4) When electric pump (3MD) is primed (automatic operation), successively open all the rear and the front hot and cold water faucets (coffee machine included) until water flows out.
 - (5) Close all the rear and the front faucets.
- G. Wait an hour for the disinfecting solution for [water sterilization product](#) to take effect.
- H. Rinse (drain and fill) potable water tank (500MD) three times:
- (1) Drain the potable water system (Refer to [TASK 38-10-00-680-801](#)).
 - (2) Fill potable water tank (500MD) by gravity (Refer to [TASK 38-10-00-610-802](#)) or under pressure (Refer to [TASK 38-10-00-610-801](#)).
 - (3) Pressurize the potable water system as follows:
 - press "WATER PUMP" switch/light (2MD) in the RH front galley,
 - prime electric pump (3MD) by opening the cold and the hot water faucets in the rear toilet,
 - when electric pump (3MD) is primed (automatic operation), successively open all the rear and the front hot and cold water faucets (coffee machine included) until water flows out,
 - allow the water to flow for 1 minute,
 - close all the rear and the front faucets.
- I. Drain the potable water system (Refer to [TASK 38-10-00-680-801](#)).
- J. Replace the main filter cartridge of filter (506MD) (Refer to [TASK 38-13-01-960-801](#)).

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- K. Replace the front galley filter (Refer to [TASK 38-31-13-960-801](#)).
- L. Fill potable water tank ([500MD](#)) by gravity (Refer to [TASK 38-10-00-610-802](#)) or under pressure (Refer to [TASK 38-10-00-610-801](#)).
- M. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
- N. Disconnect the electrical power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").
- O. Remove and empty the two drain containers.

6. **SHOCK TREATMENT FOR A/C EQUIPPED WITH PRESSURIZED AIR**

Refer to **fig. 2**

WARNING: THE PUROGENE SOLUTION USED AT THE CONCENTRATION REQUIRED FOR SHOCK TREATMENT MUST BE FULLY DRAINED BEFORE ANY USE OF THE WATER SYSTEM FOR CATERING PURPOSES.

CAUTION: THIS TREATMENT IS DONE ONLY ONCE ALL THE CLEANING OPERATIONS HAVE BEEN PERFORMED AND IF THE SULFUROUS SMELL PERSISTS.

- A. Drain the potable water system (Refer to [TASK 38-10-00-680-801](#)).
- B. In a container, prepare the disinfecting solution of **water sterilization product** as follows:
 - (1) 0.96 g (0.00212 lb) diluted in 3 l (0.8 US gal) of potable water, if the calcium hypochlorite product is used,
 - (2) (Refer to [TASK 20-31-00-910-803](#)), paragraph "Shock treatment", if the purogene product is used.
- C. In the rear toilet compartment:
 - (1) Press the gravity filling plug to de-pressurize potable water tank ([500MD](#)).
 - (2) Rotate the gravity filling plug counterclockwise to open it.
NOTE: A red indicator shows on the gravity filling plug when it is unlocked.
 - (3) Remove the gravity filling plug.
 - (4) Pour the disinfecting solution in potable water tank ([500MD](#)) through the gravity filling port, using a funnel.
 - (5) Fill potable water tank ([500MD](#)) at least halfway with water while rinsing the gravity filling port (Refer to [TASK 38-10-00-610-802](#)).
 - (6) Fill potable water tank ([500MD](#)) by gravity (Refer to [TASK 38-10-00-610-802](#)) or under pressure (Refer to [TASK 38-10-00-610-801](#)).
- D. Pressurize the potable water tank system as follows:
 - (1) on the control panel, check that "AIR SUPPLY" valve ([608HU](#)) is set to "ON".

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- (2) on the control panel, check on "WATER TANK PRESSURE" gauge (609HU) that the potable water tank is pressurized.
- NOTE: If potable water tank (500MD) is not pressurized (accumulator (605HU) discharged), pressurize it by connecting a source of dry compressed air to air supply charging valve (602HU), or by starting up the APU (see the Airplane Flight Manual).
- E. On the control panel, check that "VANITY WATER SUPPLY" valve (505MD) and "CABIN WATER SUPPLY" valve (531MD) are set to "ON".
- F. Bleed the potable water distribution system by opening the following faucets until the water flows out:
- rear washbasin mixer faucet (507MD),
 - the galley-mixer faucet (if any),
 - the front washbasin mixer faucet (if any).
- G. Close the following faucets:
- rear washbasin mixer faucet (507MD),
 - the galley-mixer faucet (if any),
 - the front washbasin mixer faucet (if any).
- H. Wait an hour for the disinfecting solution for **water sterilization product** to take effect.
- I. Rinse (drain and fill) potable water tank (500MD) three times:
- (1) Drain the potable water system (Refer to **TASK 38-10-00-680-801**).
 - (2) Fill potable water tank (500MD) by gravity (Refer to **TASK 38-10-00-610-802**) or under pressure (Refer to **TASK 38-10-00-610-801**).
 - (3) Pressurize the potable water tank system as follows:
 - (a) on the control panel, check that "AIR SUPPLY" valve (608HU) is set to "ON".
 - (b) on the control panel, check on "WATER TANK PRESSURE" gauge (609HU) that the potable water tank is pressurized.

NOTE: If potable water tank (500MD) is not pressurized (accumulator (605HU) discharged), pressurize it by connecting a source of dry compressed air to air supply charging valve (602HU), or by starting up the APU (see the Airplane Flight Manual).
 - (c) open the following faucets and let the water flow for 1 minute:
 - rear washbasin mixer faucet (507MD),
 - the galley-mixer faucet (if any),
 - the front washbasin mixer faucet (if any).
 - (d) Close the following faucets:
 - rear washbasin mixer faucet (507MD),
 - the galley-mixer faucet (if any),
 - the front washbasin mixer faucet (if any).
- J. Drain the potable water system (Refer to **TASK 38-10-00-680-801**).
- K. Replace the main filter cartridge of filter (506MD) (Refer to **TASK 38-13-01-960-801**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- L. Replace the front galley filter (Refer to [TASK 38-31-13-960-801](#)).
- M. Fill potable water tank ([500MD](#)) by gravity (Refer to [TASK 38-10-00-610-802](#)) or under pressure (Refer to [TASK 38-10-00-610-801](#)).
- N. Shut down the APU (see the Airplane Flight Manual), as applicable.
- O. Disconnect the source of dry compressed air, as applicable.
- P. Remove and empty the two drain containers.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

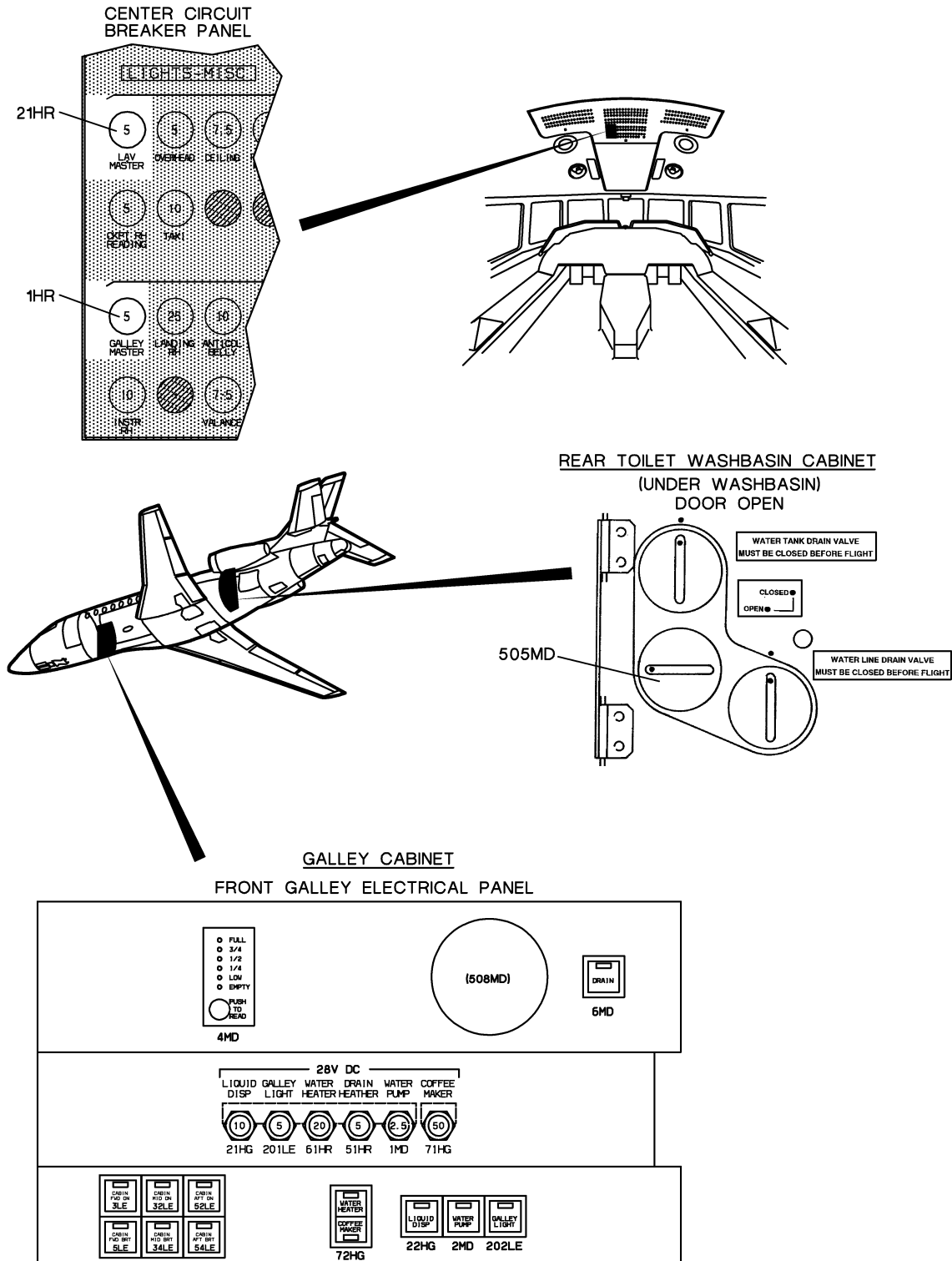


Figure 1: Location of Controls and Equipment (A/C EQUIPPED WITH AN ELECTRIC PUMP)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

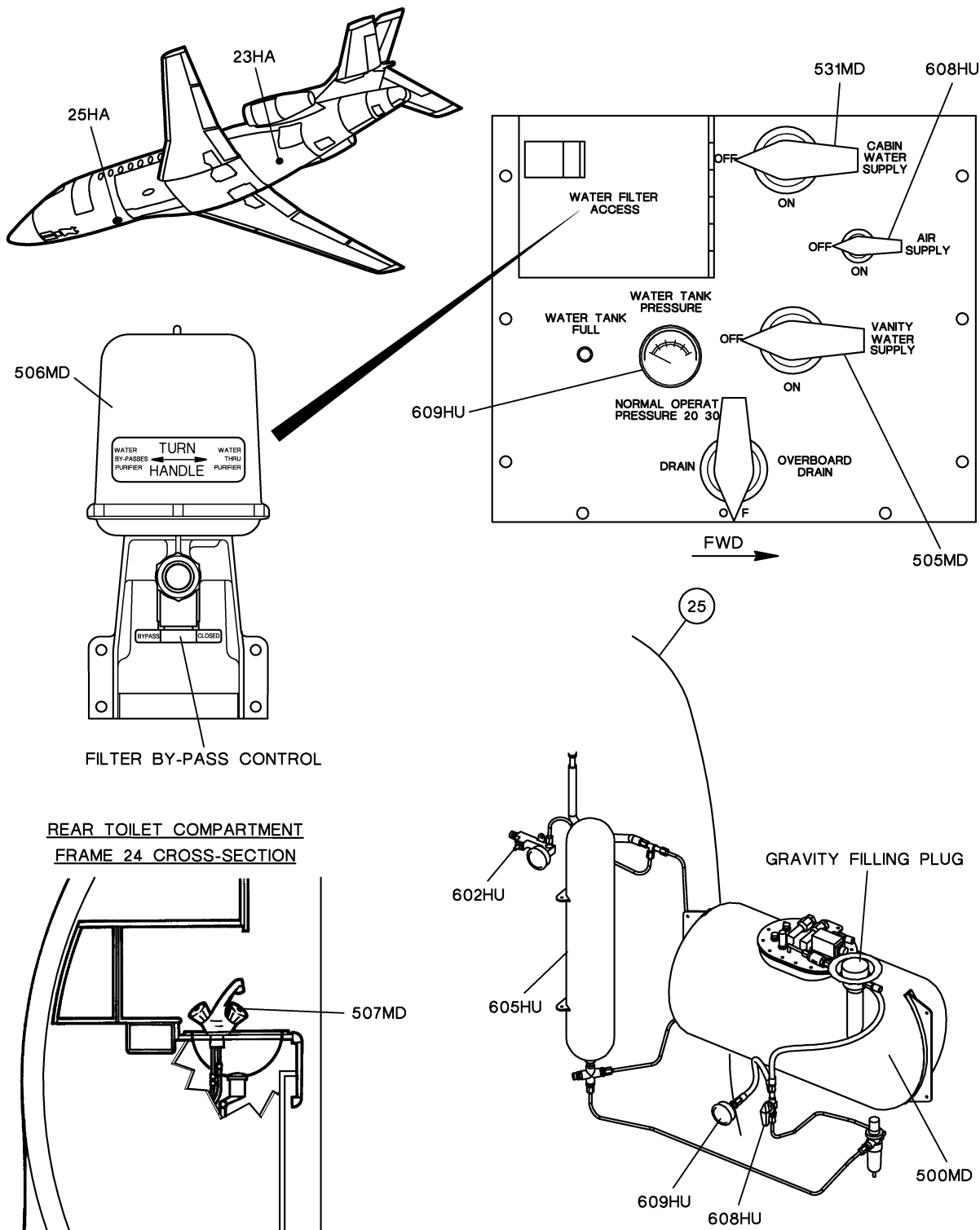


Figure 2: Location of Controls and Equipment (A/C EQUIPPED WITH PRESSURIZED AIR)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

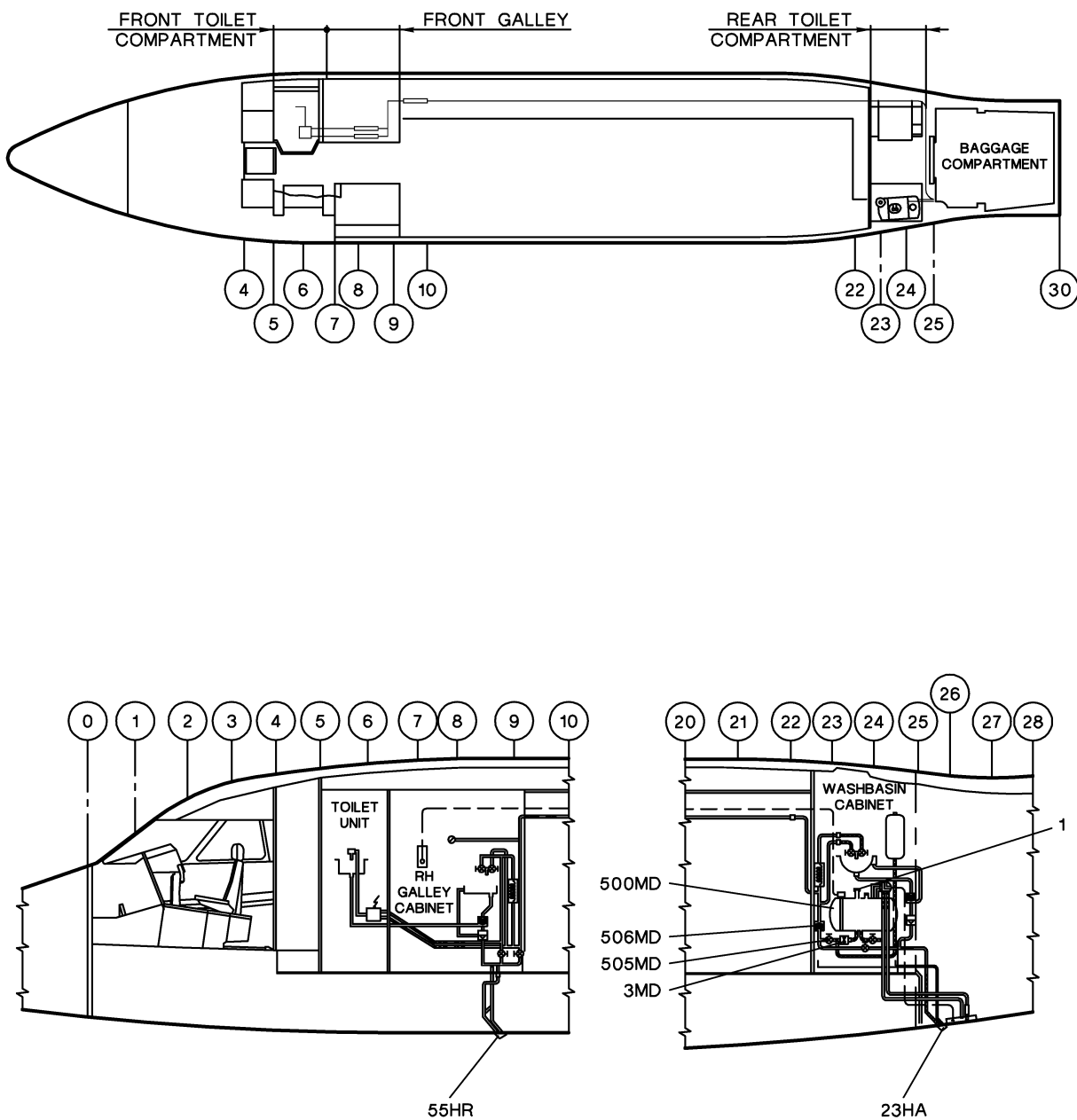


Figure 3: Principle Diagram (A/C EQUIPPED WITH AN ELECTRIC PUMP)

Project No: **BDHRN002**Job Card No **0064**

Notif.No.: 10049111

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: **SERV BAGGAGE COMPARTMENT DOOR**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 52

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200,300,800**Access Required for this task:**

281DZ,850DZ,850EZ,850FZ,850GZ,BAG,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069277 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: 52-30-00-610-801

Operator Code: 52-30-00-610-801-01

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.: **52.050**
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.: _____

52-30-01-900-801-01 BAGGAGE COMPARTMENT DOOR AMM 52-30-01-900-801

REASON REMOVED: (CHECK ONE) ☐ TIME EXPIRED ☐ FAILURE ☐ WORN ☐ LOANER ☐ SCHEDULING CONV
☐ MOD/UPGRADE ☐ SERVICE ☐ ENGINE CHANGE ☐ TIRE CHANGE ☐ SWAP/TRBLE SHOOT ☐ DAMAGED ☐ UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	FGFB299B5		S/N	BZ269		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE	MOS	WARRANTY TIME	MOS
	HRS		HRS	REPAIR	HRS	REMAINING	HRS
	LDGS		LDGS		LDGS		LDGS
				TECH:		INSP:	

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS	TIME	CONTINUE
		HRS.MINS	ACCRUED	TIME

>52-30-00-610-801-01 SERVICING BAGGAGE COMPARTMENT DOOR

REMARKS : _____

AMM 52-30-00-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 52-30-01-900-801 REMOVAL / INSTALLATION OF THE BAGGAGE COMPARTMENT DOOR

1. OVERVIEW OF THE JOB

Operation code: 52-30-01-900-801-01

NOTE: To remove and install the baggage compartment door (**BAG**) three operators are necessary.

2. LOGISTICS

A. References

Reference	Designation
• 52-30-00-860-801	OPENING / CLOSING OF THE BAGGAGE COMPARTMENT DOOR
• 53-60-01-900-801	REMOVAL / INSTALLATION OF THE FUSELAGE FAIRINGS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• LOW FREEZE POINT GREASE	MIL-PRF-23827
• ALIPHATIC NAPHTHA	

D. Spare Parts

Reference	Designation	Quantity
• MS24665-134	SPLIT PIN	2

E. Access

Reference	Designation
• 193DL	UNDER-BAG DOOR FUSELAGE FAIRING
• BAG	BAGGAGE COMPARTMENT DOOR

F. Miscellaneous

- SUPPORT STAND (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

- Remove panel ([193DL](#)) to gain access to the hinges of baggage compartment door (**BAG**) (Refer to [TASK 53-60-01-900-801](#)).
- Open baggage compartment door (**BAG**) (Refer to [TASK 52-30-00-860-801](#)).

4. REMOVAL

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

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- A. Disconnect cut-out connector (285P).
- B. Remove electrical cable guide attached to the forward hinge shaft of the door (2 screws).
- C. A second operator must support the door while the lifting cable is being disconnected from the forward end of the frame: recover the washer, the nut and the crankpin assembly (**fig. 2**).
- D. Coil the cable and secure it to the door.
- E. Two operators must support the door while the two hinge pins are being removed.
- F. Remove the door and install it on a support stand.

5. PRELIMINARY STEPS BEFORE INSTALLATION

- A. Clean hinges and hinge pins with aliphatic naphtha.
- B. Coat pins and bores with low freeze point grease.

6. INSTALLATION

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

- A. Position the door opposite its hinges in the "open" position.
- B. Insert the pins in the bearings, tighten the nut up to the split pin hole and insert a new split pin (**MS24665-134**).
- C. Secure the lifting cable to the forward end of the frame: engage the cable endpiece on the upper attachment pin then install the washer, the attachment nut and the crankpin assembly (**fig. 2**).
- D. Install the electrical cable guide on the forward hinge shaft of the door.
- E. Connect cut-out connector (285P).
- F. Do several openig / closing cycles of the baggage compartment door (**BAG**) (Refer to **TASK 52-30-00-860-801**) to make sure that it operates correctly.

7. FINAL STEPS

- A. Install access panel (**193DL**) (Refer to **TASK 53-60-01-900-801**).
- B. Close baggage compartment door (**BAG**) (Refer to **TASK 52-30-00-860-801**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

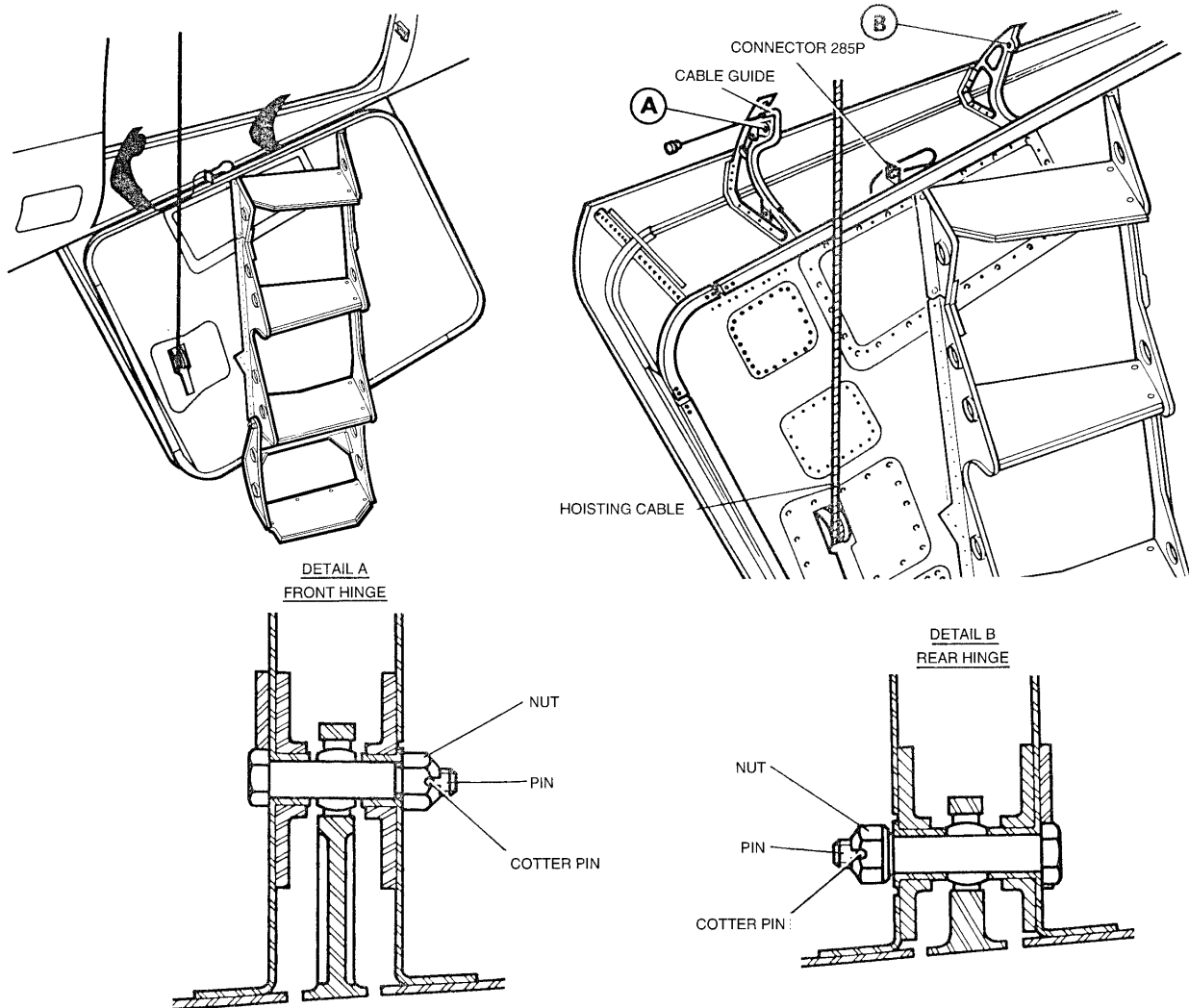


Figure 1: Removal/Installation of Baggage Compartment Door

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

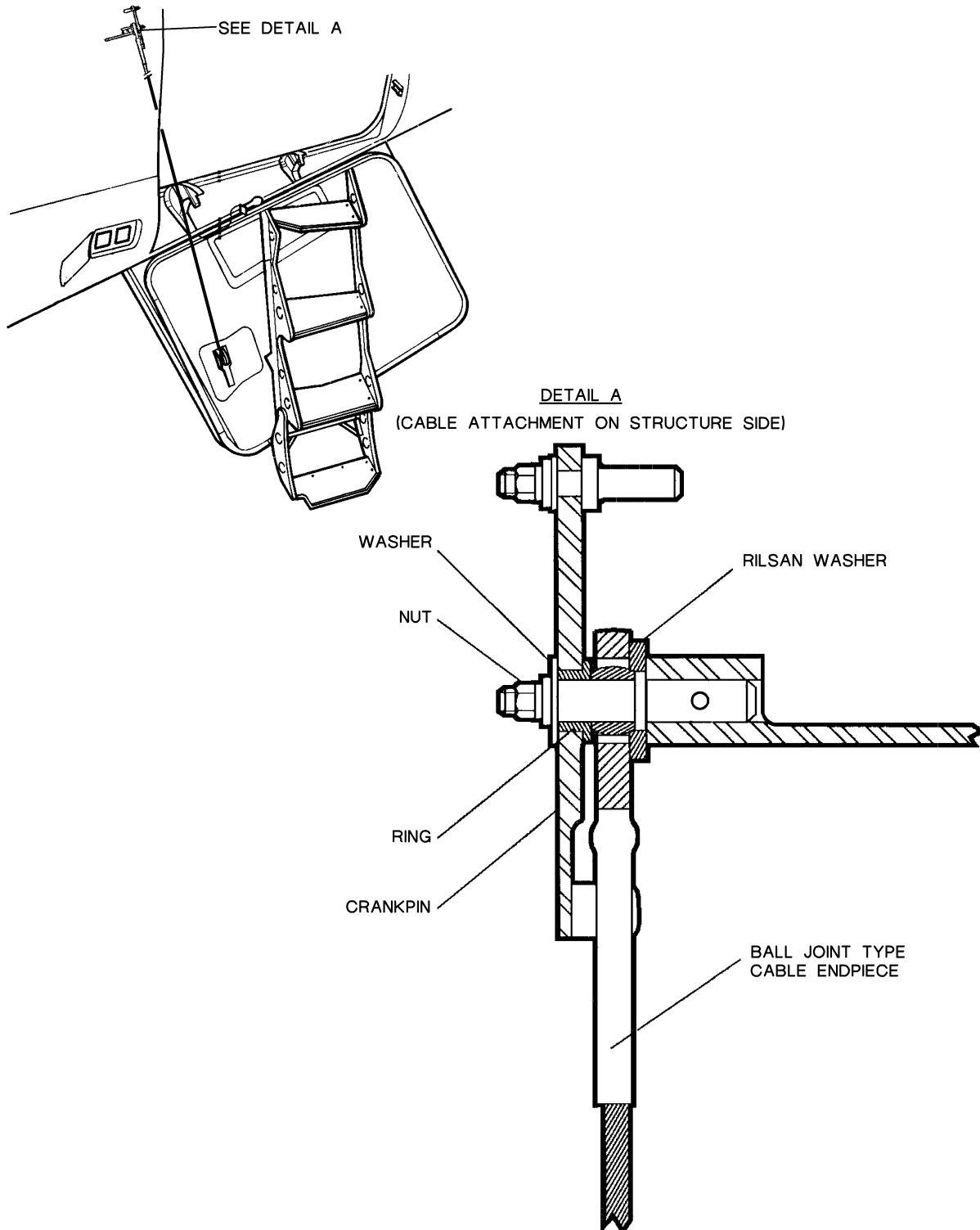


Figure 2: Attachment of Reducing Gear Motor Cable on Structure Side

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 52-30-00-610-801 SERVICING OF THE BAGGAGE COMPARTMENT DOOR

WARNING: MAKE SURE THAT NO PERSONNEL IS STANDING ON, AROUND OR BELOW THE BAGGAGE COMPARTMENT DOOR BEFORE MOVING IT, AS THIS CAN CAUSE ACCIDENTS.

CAUTION: THE MAXIMUM PERMISSIBLE WEIGHT ON THE DOOR IS 100 KG (220LB).

1. OVERVIEW OF THE JOB

Operation code: 52-30-00-610-801-01

NOTE: Two operators are required to perform this operation.

2. LOGISTICS

A. References

Reference	Designation
• <u>24-00-00-860-801</u>	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• <u>52-30-00-860-801</u>	OPENING / CLOSING OF THE BAGGAGE COMPARTMENT DOOR

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	
• <u>TO-20-040</u>	SPRING SCALE - CAPACITY 25 DAN (60 LBF)	
• <u>TO-25-952</u>	VACUUM CLEANER	

C. Ingredients and Consumable Products

Designation	Additional designation
• <u>LUBRICATING OIL</u>	MIL-L-6529
• <u>SYNTHETIC GREASE</u>	MIL-PRF-81322
• <u>BEAD SEALANT</u>	
• <u>COVERING SEALANT</u>	
• <u>CLEANER</u>	MULTIPURPOSE

D. Energy

- ELECTRICAL

E. Access

Reference	Designation
• <u>BAG</u>	BAGGAGE COMPARTMENT DOOR
• <u>PAX</u>	PASSENGER DOOR
• <u>281DZ</u>	CABIN / BAGGAGE COMPARTMENT DOOR
• <u>850DZ</u>	BAGGAGE COMPARTMENT DOOR INNER INSPECTION DOOR
• <u>850EZ</u>	BAGGAGE COMPARTMENT DOOR INNER INSPECTION DOOR
• <u>850FZ</u>	BAGGAGE COMPARTMENT DOOR INNER INSPECTION DOOR
• <u>850GZ</u>	BAGGAGE COMPARTMENT DOOR INNER INSPECTION DOOR

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

F. Miscellaneous

- PLEXIGLAS SPATULA (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- B. Open baggage compartment door (**BAG**) (Refer to **TASK 52-30-00-860-801**, paragraph "Opening Baggage Compartment Door"), without extending folding step.
- C. Remove inspection doors (**850DZ**), (**850EZ**), (**850FZ**) and (**850GZ**).

4. CHECK SAFETY LOCKING MECHANISM

Refer to **fig. 2**

- A. Check condition of safety catch (1) located on the inner skin of baggage compartment door (2):
 - check support (3) riveted to the door for cracks and loose rivets,
 - check free displacement of safety catch (1),
 - check the condition of return spring and safety catch (1) (no distortion or cracks).

CAUTION: THE FOLDING STEP MUST BE FOLDED BEFORE DOOR LIFTING IS INITIATED.

- B. Close the door by hand without using reducing gear motor (**3MC**) and make sure that crankpin (4) located on the endpiece of reducing gear motor cable (5) engages safety catch (1) on the baggage compartment door. The door cannot be opened.

CAUTION: WHEN UNLOCKING SAFETY CATCH (1), HOLD THE DOOR THEN SUPPORT IT FROM THE OUTSIDE WHILE LOWERING IT.

- C. While one operator supports the door from outside the aircraft, one operator unlocks safety catch (1) by lifting it from the inside of the baggage compartment. Crankpin (4) is thus released and the door opens.
- D. Close door (**BAG**) (Refer to **TASK 52-30-00-860-801**, paragraph "Closing Baggage Compartment Door").

5. TESTING

Refer to **fig. 1**, **fig. 3**, **fig. 4** and **fig. 5**

- A. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- B. Check of opening mechanism and of door opening (**fig. 3**)
 - (1) Check operation of lock (1) in "locked" position, making sure that locking/unlocking handle (2) is immobilized.
 - (2) Insert the baggage compartment door key in lock (1) of the baggage compartment door and turn the key counterclockwise by 90° approximately.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (3) Press pawl (3) to free locking/unlocking handle (2) from the bolts of its housing (10° partial opening, approx.).
- (4) With passenger door (**PAX**) closed, check that "DOORS" light (**2WW64**) illuminates on warning panel (**2WW**) (**fig. 5**).
- (5) Actuate locking/unlocking handle (2) to full rotation (95° approximately).
- (6) Through the opening of the inspection doors, check for correct operation of latch (1) mechanism (**fig. 4**).
- (7) Press pawl (4) to unlock opening/closing handle (5).
- (8) Check for partial opening of handle (5) in its housing (in pre-opening position).
- (9) Turn handle (5) by 120° in the opening direction.
- (10) Check for correct operation of bolt (2) unlocking mechanism (**fig. 4**).
- (11) Measure the time required for the opening of the door under its own weight: 8 ± 2 seconds.
- (12) With the door fully opened, check that the cable length is: $^{+0}_{-12}$ mm ($^{+0}_{-0.5}$ in.) between the tangent point on the hoist pulley and the upper attachment point pin.
- (13) With the door (**BAG**) open and cabin/baggage compartment communication door (**281DZ**) closed, check that baggage compartment dome light (**5LH**) illuminates (**fig. 1**).
- (14) On A/C ≥ 41 , unfold the folding step and check that the door cannot be lifted by pressing "UP" pushbutton (**6MC**).
- (15) Fold back folding step (6) against the baggage compartment door fixed steps.

CAUTION: THE FOLDING STEP MUST BE FOLDED BEFORE DOOR LIFTING IS INITIATED.

C. Check of door closing and of closing mechanism (**fig. 3**)

- (1) Check of door closing
Simultaneously press "UP" pushbutton (**6MC**), which initiates door lifting, and measure the closing duration:
 - if supplied by GPU: 6 e 1 seconds,
 - if supplied by onboard batteries: 7 to 10 seconds.
- (2) As soon as the door is against its frame, measure the power supply cut-off time-delay of reduction gear motor (**3MC**). If the operator does not lock the door with handle (5) within 15 seconds, the door is driven down by reduction gear motor (**3MC**).
- (3) Press "UP" pushbutton (**6MC**) to close the door.
- (4) Check that the lifting sequence is interrupted when "DN" pushbutton (**7MC**) is pressed. The door is driven down by reduction gear motor (**3MC**).
- (5) Press "UP" pushbutton (**6MC**) to close the door.
- (6) Push the door on its frame at the end of lifting, turn opening/closing handle (5) in the closing direction and, using a spring scale, check that the operating load applied to the end of handle (5) does not exceed 5 daN (11.2 lbf) until complete retraction.
- (7) Push locking/unlocking handle (2) down on to opening/closing handle (5) and retract locking/unlocking handle (2). There should be no excessive resistance or binding throughout the movement.

Project No: **BDHRN002**Job Card No **0065**

Notif.No.: 10049249

Activity: **1054**

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: Download Eng 1 DEEC ECTM

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 76

Work Center	
FALCON A/C	

Zone: 200,400

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069362 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.

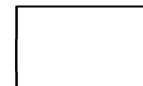
Defect Card Raised

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: 761210

Operator Code: 761210

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0066**

Notif.No.: 10049250

Activity: **1055**

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: Download Eng 2 DEEC ECTM

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 76

Work Center	
FALCON A/C	

Zone: 200,400

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069363 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.

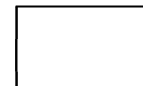
Defect Card Raised

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: 761210

Operator Code: 761210

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0067**

Notif.No.: 10049251

Activity: **1056**

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: Download Eng 3 DEEC ECTM

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 76

Work Center	
FALCON A/C	

Zone: 200,400

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069364 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: 761210

Operator Code: 761210

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.: 76.010			
Serial No.: P112413		Model: TFE731-60-1C					
Part: 3060000-4				Workorder No.: _____			
A/C Serial 096		Reg No.: D-AHRN					

	Date	A/C HRS	AFL	ENG. HRS	ENC		
Due At		3888:19		3789:31			
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>**761210**

☐ **NO. 3 ENGINE - DOWNLOAD DIGITAL ELECTRONIC ENGINE (DEEC) CONTROL ECTM**

REMARKS : _____
 NOTE: TO MAINTAIN THE USEFUL BENEFITS OF THE ECTM SYSTEM, IT IS RECOMMENDED THAT THE ECTM BE DOWNLOADED APPROXIMATELY (NOT TO EXCEED) EVERY 50 HOURS. HOWEVER, TO PROVIDE MORE USEFUL TREND AND FAULT INFORMATION, THE DATA SHOULD BE DOWNLOADED WEEKLY.

LMM 76-10-02

Operator: **HERON AVIATION**

Work Card No.: **76.010**

Serial No.: **P112413**

Model: **TFE731-60-1C**

Part: **3060000-4**

Workorder No.: _____

A/C Serial **096**

Reg No.: **D-AHRN**

SOURCE SUMMARIES

1 LMM 72-00-00 PAGE NO.:805 REF: 2. B. (3) DATE: FEB 16/10 10

761210

NO. 3 ENGINE - DOWNLOAD DIGITAL ELECTRONIC ENGINE (DEEC) CONTROL ECTM

Honeywell

LIGHT MAINTENANCE MANUAL
TFE731-20/-40/-50/-60 (ATA NUMBER 72-03-06)

1. E. Downloading ECTM Data From DEEC

Refer to 72-00-00, Trouble Shooting, Control Systems Checks, for DEEC download procedure.

If DEEC is removed due to an internal fault or failure, record the downloaded ECTM data on a floppy disk. Return the DEEC to Honeywell with the floppy disk.

For operators participating in Honeywell MSP program, or have contracted with JET-CARE directly, save the ECTM data on a floppy disk. Send the data to JET-CARE by any of the following means:

- Via the Internet at www.e-engines.honeywell.com
- Via e-mail addressed to data@jet-care.com
- Via postal mail to

JET-CARE INTERNATIONAL LIMITED
C/O TFE731 ECTM^{Plus} Program
Cedar Knolls, NJ 07927-1902
Phone: (973) 292-9597

or

JET-CARE INTERNATIONAL LIMITED
Palace Gate
High Street
Odiham
Hampshire RG29 1NP, UK
Phone: 44 1256701777

Additional information is available in Honeywell Service Information Letter F731-88.

76-10-02

REMOVAL
Page 312
Feb 16/10

Project No: **BDHRN002**Job Card No **0068**

Notif.No.: 10049067

Activity: **1002**

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: **INSP MLG Bays**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 53

Check Type: 1A+ Inspection

Work Center	
FALCON A/C	

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

731AB,732AB,741AB,742AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069232 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: 53-40-00-200-804

Operator Code: 53-40-00-200-804-01

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.: **53-40-00-200-804-01C**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	27-OCT-2012						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

53-40-00-200-804-01 ☐ INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS

REMARKS : _____

AMM 53-40-00-200-804

>53-40-00-200-804-01C ☐ INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS
CPCP

REMARKS : _____

AMM 53-40-00-200-804

Operator: **HERON AVIATION**Work Card No.: **53-40-00-200-804-01C**Serial No.: **096**Model: **FALCON 900EX**Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES**731AB LH LOWER DOORS DOOR**

53-40-00-200-804-01 INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS

741AB RH LOWER DOORS DOOR

53-40-00-200-804-01 INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS

AREA SUMMARIES**L1 LH L/G AND COMPARTMENT**

53-40-00-200-804-01 INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS

SOURCE SUMMARIES**956 MPD 05-10-53 PAGE NO.:PAGE 3/5 REF: 53-40 T34 LOWER SECTION DATE: MAR 09/2012 2**

53-40-00-200-804-01 INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS

956 MPD 05-15 ANNEX 1 PAGE NO.:1/2 REF: STANDARD AIRCRAFT BASELINE CPCP DATE: MAR 9/2012 2

53-40-00-200-804-01 INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS

C

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 53-40-00-200-804 INSPECTION OF THE MLG BAYS

WARNING:

- CHECK THAT HYDRAULIC PRESSURE IS DROPPED.
- CHECK THAT THE AIRCRAFT SYSTEMS ARE NOT ENERGIZED.

1. OVERVIEW OF THE JOB

Operation codes:

- 53-40-00-200-804-01 LH MLG bay
- 53-40-00-200-804-02 RH MLG bay

2. LOGISTICS

A. References

Reference

- [20-32-00-910-802](#)
- [20-90-00-200-801](#)
- [27-00-00-220-801](#)
- [32-10-00-860-801](#)
- [32-44-21-820-801](#)

Designation

ACCEPTANCE CRITERIA FOR HYDRAULIC LEAKS
INSPECTION / CHECK OF ELECTRICAL AND ELECTRONIC SYSTEMS
VISUAL INSPECTION OF FLIGHT CONTROL HYDRAULIC COMPONENTS FOR EXTERNAL LEAKS
MANUAL OPENING / CLOSING OF THE MLG DOORS
CHECK / ADJUSTMENT OF THE BRAKE SWIVEL COUPLING ALIGNMENT

B. Ingredients and Consumable Products

Designation

- [LUBRICATING OIL](#)
- [SCOTCH BRITE](#)

Additional designation

MIL-A-9162

C. Access

Reference

- [731AB](#)
- [732AB](#)
- [741AB](#)
- [742AB](#)
- [PAX](#)

Designation

LH MLG MAIN DOOR
LH MLG STRUT DOOR
RH MLG MAIN DOOR
RH MLG STRUT DOOR
PASSENGER DOOR

3. PRELIMINARY STEPS

- A. Manually open main landing gear (L/G) doors ([731AB](#)) and ([741AB](#)) (Refer to [TASK 32-10-00-860-801](#), paragraph "Manual Opening of Main Landing Gear Doors").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. STRUCTURE

- A. Check paint for condition (flaking).
- B. Check visible portion of structure for absence of corrosion and distortions, and condition of rivet assembly.
- C. Check seals and door sealing brushes for condition.

5. ELECTRICAL CIRCUITS

CAUTION: TAKE ALL SAFETY PRECAUTIONS REQUIRED WHEN CHECKING ELECTRICAL CIRCUITS (REFER TO TASK 20-90-00-200-801).

- A. Visually check wiring and corresponding attachment for:
 - cleanliness, change of appearance, ageing, deterioration by external agents, overheating, abrasion, distortions, markings.
- B. Check that wiring does not contact the structure, including flat surfaces or piping.

A/C without SB F900EX-139 : check routing and absence of interference of wiring of door actuator proximity sensors (L6GA1)/(R6GA1).

A/C with SB F900EX-139 : check that the wiring of door actuator proximity sensors (L6GA1)/(R6GA1) is routed between the wiring retaining rod and the structure.
- C. Check correct connection of connectors.

6. FIRE EXTINGUISHING SYSTEM

- A. Check detector (L22WG)/(R22WG) for condition and attachment.
- B. Check the condition of detector connecting lugs (no break nor incipient break). If protecting sleeves are fitted to the lugs, implement SB F900EX-080 .

7. FLIGHT CONTROLS

- A. Check in RH main L/G compartment
 - (1) Check external condition of the following items of equipment:
 - middle airbrake solenoid selector valve (2CD),
 - inboard and outboard airbrake solenoid selector valve (3CD),
 - airbrake pressure holding check valve (503CD),
 - airbrake accumulator pressure gage (504CD),
 - airbrake charging valve (505CD),
 - slats outboard emergency solenoid selector valve (R3CM),
 - RH flap double angle drive (R503CG).
 - (2) Check for absence of corrosion at:
 - hydraulic couplings,
 - equipment attachment fittings.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: Traces of corrosion on the equipment can be removed with **scotch brite**.

- (3) Protect cleaned parts with **lubricating oil**.
- (4) Wipe any excess oil.
- (5) Check external leaktightness (no hydraulic fluid leakage) of airbrakes solenoid selector valves and pressure holding valve. If traces of hydraulic fluid are evidenced on the equipment or in the L/G compartment, carry out a static and dynamic sealing test (Refer to **TASK 27-00-00-220-801**).

B. Check in LH main L/G compartment

- (1) Check external condition of the following items of equipment:
 - reducing gear motor (**3CG**),
 - LH flap double angle drive (**L503CG**).
- (2) Repeat the checks described in steps 1. B. to 1. E.

8. HYDRAULIC SYSTEM

- A. Check piping for condition and attachment (tightening of clamps and harnesses, absence of friction against structure).
- B. Check equipment couplings for leaks.

NOTE: In case of doubt, about criteria of permissible hydraulic leaks (Refer to **TASK 20-32-00-910-802**).

- C. Check that hoses do not rub against the surrounding items of equipment.

9. LANDING GEARS AND DOORS

- A. At the top of landing gear leg (**L2GF**)/(**R2GF**), check that the charging/filling valve is provided with its protective blanks.
- B. At the bottom of the box structures and of the shock absorbers, check for traces of hydraulic fluid.
- C. Check wheel brake pistons for leaks.

NOTE: In case of doubt, about criteria of permissible hydraulic leaks (Refer to **TASK 20-32-00-910-802**).

- D. Check for alignment of the landing gear swivel couplings. If suspect (Refer to **TASK 32-44-21-820-801**). Check for condition of the brake unit supply hoses.
- E. Check for condition of:
 - landing gear legs and proximity sensors (**L2GF1**)/(**L2GF2**)-(**R2GF1**)/(**R2GF2**),
 - brace strut actuator (**L12GA**)/(**R12GA**) and connection of proximity sensors (**L12GA1**)/(**L12GA2**)-(**R12GA1**)/(**R12GA2**),
 - door actuator (**L6GA**)/(**R6GA**) and connection of proximity sensors (**L6GA1**)/(**R6GA1**),
 - landing gear uplock (**L7GA**)/(**R7GA**),
 - door uplock (**L14GA**)/(**R14GA**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- F. In LH landing gear compartment, check landing gear and door hydraulic supply unit (**9GA**) for condition, attachment and absence of traces of hydraulic fluid.
- G. Check for absence of traces of hydraulic fluid at the level of connection with other equipment items.
- H. Check sliding rods for cleanliness.
- I. Check hinge and attachment fittings of main doors (**731AB**) /(**741AB**) for condition, absence of delamination or traces of impact.
- J. Check strut door (**732AB**) /(**742AB**) and landing gear leg link rods for condition, hinging, attachment, absence of delamination or traces of impact.
- K. Check safetyings for condition and efficiency (pins, piping, etc.).
- L. Check bonding braids for condition.

10. ANTI-ICING CIRCUIT

- A. Check anti-icing circuit lines for overall condition (lagging, attachment, overheating).

11. FINAL STEPS

- A. Manually close main landing gear (L/G) doors (**731AB**) and (**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Closing of Main Landing Gear Doors").

Project No: **BDHRN002**Job Card No **0069**

Notif.No.: 10049068

Activity: **1002**

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: **INSP MLG Bays**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 53

Check Type: 1A+ Inspection

Work Center	
FALCON A/C	

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

731AB,732AB,741AB,742AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069238 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: 53-40-00-200-804

Operator Code: 53-40-00-200-804-02

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.: **53-40-00-200-804-02C**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	27-OCT-2012						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

53-40-00-200-804-02 ☐ INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS

REMARKS : _____

AMM 53-40-00-200-804

>53-40-00-200-804-02C ☐ INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS
CPCP

REMARKS : _____

AMM 53-40-00-200-804

Operator: **HERON AVIATION**Work Card No.: **53-40-00-200-804-02C**Serial No.: **096**Model: **FALCON 900EX**Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES**731AB LH LOWER DOORS DOOR**

53-40-00-200-804-02 INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS

741AB RH LOWER DOORS DOOR

53-40-00-200-804-02 INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS

AREA SUMMARIES**L2 RH L/G AND COMPARTMENT**

53-40-00-200-804-02 INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS

SOURCE SUMMARIES**956 MPD 05-10-53 PAGE NO.:PAGE 3/5 REF: 53-40 T34 LOWER SECTION DATE: MAR 09/2012 2**

53-40-00-200-804-02 INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS

956 MPD 05-15 ANNEX 1 PAGE NO.:1/2 REF: STANDARD AIRCRAFT BASELINE CPCP DATE: MAR 9/2012 2

53-40-00-200-804-02 INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS

C

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 53-40-00-200-804 INSPECTION OF THE MLG BAYS

WARNING:

- **CHECK THAT HYDRAULIC PRESSURE IS DROPPED.**
- **CHECK THAT THE AIRCRAFT SYSTEMS ARE NOT ENERGIZED.**

1. OVERVIEW OF THE JOB

Operation codes:

- 53-40-00-200-804-01 LH MLG bay
- 53-40-00-200-804-02 RH MLG bay

2. LOGISTICS

A. References

Reference

- **20-32-00-910-802**
- **20-90-00-200-801**
- **27-00-00-220-801**
- **32-10-00-860-801**
- **32-44-21-820-801**

Designation

ACCEPTANCE CRITERIA FOR HYDRAULIC LEAKS
INSPECTION / CHECK OF ELECTRICAL AND ELECTRONIC
SYSTEMS
VISUAL INSPECTION OF FLIGHT CONTROL HYDRAULIC
COMPONENTS FOR EXTERNAL LEAKS
MANUAL OPENING / CLOSING OF THE MLG DOORS
CHECK / ADJUSTMENT OF THE BRAKE SWIVEL COUPLING
ALIGNMENT

B. Ingredients and Consumable Products

Designation

- **LUBRICATING OIL**
- **SCOTCH BRITE**

Additional designation

MIL-A-9162

C. Access

Reference

- **731AB**
- **732AB**
- **741AB**
- **742AB**
- **PAX**

Designation

LH MLG MAIN DOOR
LH MLG STRUT DOOR
RH MLG MAIN DOOR
RH MLG STRUT DOOR
PASSENGER DOOR

3. PRELIMINARY STEPS

- A. Manually open main landing gear (L/G) doors (**731AB**) and (**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Manual Opening of Main Landing Gear Doors").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. STRUCTURE

- A. Check paint for condition (flaking).
- B. Check visible portion of structure for absence of corrosion and distortions, and condition of rivet assembly.
- C. Check seals and door sealing brushes for condition.

5. ELECTRICAL CIRCUITS

CAUTION: TAKE ALL SAFETY PRECAUTIONS REQUIRED WHEN CHECKING ELECTRICAL CIRCUITS (REFER TO TASK 20-90-00-200-801).

- A. Visually check wiring and corresponding attachment for:
 - cleanliness, change of appearance, ageing, deterioration by external agents, overheating, abrasion, distortions, markings.
- B. Check that wiring does not contact the structure, including flat surfaces or piping.

A/C without SB F900EX-139 : check routing and absence of interference of wiring of door actuator proximity sensors (L6GA1)/(R6GA1).

A/C with SB F900EX-139 : check that the wiring of door actuator proximity sensors (L6GA1)/(R6GA1) is routed between the wiring retaining rod and the structure.
- C. Check correct connection of connectors.

6. FIRE EXTINGUISHING SYSTEM

- A. Check detector (L22WG)/(R22WG) for condition and attachment.
- B. Check the condition of detector connecting lugs (no break nor incipient break). If protecting sleeves are fitted to the lugs, implement SB F900EX-080 .

7. FLIGHT CONTROLS

- A. Check in RH main L/G compartment
 - (1) Check external condition of the following items of equipment:
 - middle airbrake solenoid selector valve (2CD),
 - inboard and outboard airbrake solenoid selector valve (3CD),
 - airbrake pressure holding check valve (503CD),
 - airbrake accumulator pressure gage (504CD),
 - airbrake charging valve (505CD),
 - slats outboard emergency solenoid selector valve (R3CM),
 - RH flap double angle drive (R503CG).
 - (2) Check for absence of corrosion at:
 - hydraulic couplings,
 - equipment attachment fittings.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: Traces of corrosion on the equipment can be removed with scotch brite.

- (3) Protect cleaned parts with lubricating oil.
- (4) Wipe any excess oil.
- (5) Check external leaktightness (no hydraulic fluid leakage) of airbrakes solenoid selector valves and pressure holding valve. If traces of hydraulic fluid are evidenced on the equipment or in the L/G compartment, carry out a static and dynamic sealing test (Refer to TASK 27-00-00-220-801).

B. Check in LH main L/G compartment

- (1) Check external condition of the following items of equipment:
 - reducing gear motor (3CG),
 - LH flap double angle drive (L503CG).
- (2) Repeat the checks described in steps 1. B. to 1. E.

8. HYDRAULIC SYSTEM

- A. Check piping for condition and attachment (tightening of clamps and harnesses, absence of friction against structure).
- B. Check equipment couplings for leaks.

NOTE: In case of doubt, about criteria of permissible hydraulic leaks (Refer to TASK 20-32-00-910-802).

- C. Check that hoses do not rub against the surrounding items of equipment.

9. LANDING GEARS AND DOORS

- A. At the top of landing gear leg (L2GF)/(R2GF), check that the charging/filling valve is provided with its protective blanks.
- B. At the bottom of the box structures and of the shock absorbers, check for traces of hydraulic fluid.
- C. Check wheel brake pistons for leaks.

NOTE: In case of doubt, about criteria of permissible hydraulic leaks (Refer to TASK 20-32-00-910-802).

- D. Check for alignment of the landing gear swivel couplings. If suspect (Refer to TASK 32-44-21-820-801). Check for condition of the brake unit supply hoses.
- E. Check for condition of:
 - landing gear legs and proximity sensors (L2GF1)/(L2GF2)-(R2GF1)/(R2GF2),
 - brace strut actuator (L12GA)/(R12GA) and connection of proximity sensors (L12GA1)/(L12GA2)-(R12GA1)/(R12GA2),
 - door actuator (L6GA)/(R6GA) and connection of proximity sensors (L6GA1)/(R6GA1),
 - landing gear uplock (L7GA)/(R7GA),
 - door uplock (L14GA)/(R14GA).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- F. In LH landing gear compartment, check landing gear and door hydraulic supply unit (**9GA**) for condition, attachment and absence of traces of hydraulic fluid.
- G. Check for absence of traces of hydraulic fluid at the level of connection with other equipment items.
- H. Check sliding rods for cleanliness.
- I. Check hinge and attachment fittings of main doors (**731AB**) / (**741AB**) for condition, absence of delamination or traces of impact.
- J. Check strut door (**732AB**) / (**742AB**) and landing gear leg link rods for condition, hinging, attachment, absence of delamination or traces of impact.
- K. Check safetyings for condition and efficiency (pins, piping, etc.).
- L. Check bonding braids for condition.

10. ANTI-ICING CIRCUIT

- A. Check anti-icing circuit lines for overall condition (lagging, attachment, overheating).

11. FINAL STEPS

- A. Manually close main landing gear (L/G) doors (**731AB**) and (**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Closing of Main Landing Gear Doors").

Project No: **BDHRN002**Job Card No **0070**

Notif.No.: 10049246

Activity: **1051**

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: **INSP MLG Bays**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 53

Work Center	
FALCON A/C	

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

731AB,732AB,741AB,742AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069231 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.

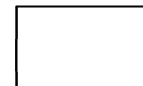
Defect Card Raised

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: 53-40-00-200-804

Operator Code: 53-40-00-200-804-01C

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.: **53.100**

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
------	------	-----------------------

>**53-40-00-200-804-01** ☐ **INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS**

REMARKS : _____

AMM 53-40-00-200-804

53-40-00-200-804-01C ☐ **INSPECTION OF THE LEFT MAIN LANDING GEAR (MLG) BAYS**
CPCP

REMARKS : _____

AMM 53-40-00-200-804

>**53-40-00-200-804-02** ☐ **INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS**

REMARKS : _____

AMM 53-40-00-200-804

53-40-00-200-804-02C ☐ **INSPECTION OF THE RIGHT MAIN LANDING GEAR (MLG) BAYS**
CPCP

REMARKS : _____

AMM 53-40-00-200-804

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 53-40-00-200-804 INSPECTION OF THE MLG BAYS

WARNING:

- **CHECK THAT HYDRAULIC PRESSURE IS DROPPED.**
- **CHECK THAT THE AIRCRAFT SYSTEMS ARE NOT ENERGIZED.**

1. OVERVIEW OF THE JOB

Operation codes:

- 53-40-00-200-804-01 LH MLG bay
- 53-40-00-200-804-02 RH MLG bay

2. LOGISTICS

A. References

Reference

- [20-32-00-910-802](#)
- [20-90-00-200-801](#)
- [27-00-00-220-801](#)
- [32-10-00-860-801](#)
- [32-44-21-820-801](#)

Designation

ACCEPTANCE CRITERIA FOR HYDRAULIC LEAKS
INSPECTION / CHECK OF ELECTRICAL AND ELECTRONIC SYSTEMS
VISUAL INSPECTION OF FLIGHT CONTROL HYDRAULIC COMPONENTS FOR EXTERNAL LEAKS
MANUAL OPENING / CLOSING OF THE MLG DOORS
CHECK / ADJUSTMENT OF THE BRAKE SWIVEL COUPLING ALIGNMENT

B. Ingredients and Consumable Products

Designation

- [LUBRICATING OIL](#)
- [SCOTCH BRITE](#)

Additional designation

MIL-A-9162

C. Access

Reference

- [731AB](#)
- [732AB](#)
- [741AB](#)
- [742AB](#)
- [PAX](#)

Designation

LH MLG MAIN DOOR
LH MLG STRUT DOOR
RH MLG MAIN DOOR
RH MLG STRUT DOOR
PASSENGER DOOR

3. PRELIMINARY STEPS

- A. Manually open main landing gear (L/G) doors ([731AB](#)) and ([741AB](#)) (Refer to [TASK 32-10-00-860-801](#), paragraph "Manual Opening of Main Landing Gear Doors").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. STRUCTURE

- A. Check paint for condition (flaking).
- B. Check visible portion of structure for absence of corrosion and distortions, and condition of rivet assembly.
- C. Check seals and door sealing brushes for condition.

5. ELECTRICAL CIRCUITS

CAUTION: TAKE ALL SAFETY PRECAUTIONS REQUIRED WHEN CHECKING ELECTRICAL CIRCUITS (REFER TO TASK 20-90-00-200-801).

- A. Visually check wiring and corresponding attachment for:
 - cleanliness, change of appearance, ageing, deterioration by external agents, overheating, abrasion, distortions, markings.
- B. Check that wiring does not contact the structure, including flat surfaces or piping.

A/C without SB F900EX-139 : check routing and absence of interference of wiring of door actuator proximity sensors (L6GA1)/(R6GA1).

A/C with SB F900EX-139 : check that the wiring of door actuator proximity sensors (L6GA1)/(R6GA1) is routed between the wiring retaining rod and the structure.
- C. Check correct connection of connectors.

6. FIRE EXTINGUISHING SYSTEM

- A. Check detector (L22WG)/(R22WG) for condition and attachment.
- B. Check the condition of detector connecting lugs (no break nor incipient break). If protecting sleeves are fitted to the lugs, implement SB F900EX-080 .

7. FLIGHT CONTROLS

- A. Check in RH main L/G compartment
 - (1) Check external condition of the following items of equipment:
 - middle airbrake solenoid selector valve (2CD),
 - inboard and outboard airbrake solenoid selector valve (3CD),
 - airbrake pressure holding check valve (503CD),
 - airbrake accumulator pressure gage (504CD),
 - airbrake charging valve (505CD),
 - slats outboard emergency solenoid selector valve (R3CM),
 - RH flap double angle drive (R503CG).
 - (2) Check for absence of corrosion at:
 - hydraulic couplings,
 - equipment attachment fittings.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: Traces of corrosion on the equipment can be removed with **scotch brite**.

- (3) Protect cleaned parts with **lubricating oil**.
- (4) Wipe any excess oil.
- (5) Check external leaktightness (no hydraulic fluid leakage) of airbrakes solenoid selector valves and pressure holding valve. If traces of hydraulic fluid are evidenced on the equipment or in the L/G compartment, carry out a static and dynamic sealing test (Refer to **TASK 27-00-00-220-801**).

B. Check in LH main L/G compartment

- (1) Check external condition of the following items of equipment:
 - reducing gear motor (**3CG**),
 - LH flap double angle drive (**L503CG**).
- (2) Repeat the checks described in steps 1. B. to 1. E.

8. HYDRAULIC SYSTEM

- A. Check piping for condition and attachment (tightening of clamps and harnesses, absence of friction against structure).
- B. Check equipment couplings for leaks.

NOTE: In case of doubt, about criteria of permissible hydraulic leaks (Refer to **TASK 20-32-00-910-802**).

- C. Check that hoses do not rub against the surrounding items of equipment.

9. LANDING GEARS AND DOORS

- A. At the top of landing gear leg (**L2GF**)/(**R2GF**), check that the charging/filling valve is provided with its protective blanks.
- B. At the bottom of the box structures and of the shock absorbers, check for traces of hydraulic fluid.
- C. Check wheel brake pistons for leaks.

NOTE: In case of doubt, about criteria of permissible hydraulic leaks (Refer to **TASK 20-32-00-910-802**).

- D. Check for alignment of the landing gear swivel couplings. If suspect (Refer to **TASK 32-44-21-820-801**). Check for condition of the brake unit supply hoses.
- E. Check for condition of:
 - landing gear legs and proximity sensors (**L2GF1**)/(**L2GF2**)-(**R2GF1**)/(**R2GF2**),
 - brace strut actuator (**L12GA**)/(**R12GA**) and connection of proximity sensors (**L12GA1**)/(**L12GA2**)-(**R12GA1**)/(**R12GA2**),
 - door actuator (**L6GA**)/(**R6GA**) and connection of proximity sensors (**L6GA1**)/(**R6GA1**),
 - landing gear uplock (**L7GA**)/(**R7GA**),
 - door uplock (**L14GA**)/(**R14GA**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- F. In LH landing gear compartment, check landing gear and door hydraulic supply unit (**9GA**) for condition, attachment and absence of traces of hydraulic fluid.
- G. Check for absence of traces of hydraulic fluid at the level of connection with other equipment items.
- H. Check sliding rods for cleanliness.
- I. Check hinge and attachment fittings of main doors (**731AB**) / (**741AB**) for condition, absence of delamination or traces of impact.
- J. Check strut door (**732AB**) / (**742AB**) and landing gear leg link rods for condition, hinging, attachment, absence of delamination or traces of impact.
- K. Check safetyings for condition and efficiency (pins, piping, etc.).
- L. Check bonding braids for condition.

10. ANTI-ICING CIRCUIT

- A. Check anti-icing circuit lines for overall condition (lagging, attachment, overheating).

11. FINAL STEPS

- A. Manually close main landing gear (L/G) doors (**731AB**) and (**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Closing of Main Landing Gear Doors").

Project No: **BDHRN002**Job Card No **0071**

Notif.No.: 10049247

Activity: **1052**

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: **INSP MLG Bays**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 53

Work Center	
FALCON A/C	

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

731AB,732AB,741AB,742AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.				 Order: 80069237 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.						

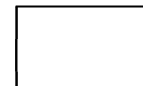
Defect Card Raised

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: 53-40-00-200-804

Operator Code: 53-40-00-200-804-02C

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0072**

Notif.No.: 10049210

Activity: **1015**

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: **Weight Eng1-1st Eng2-2nd Shoot Firex**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 26

Work Center	
FALCON A/C	

Zone: 300**Access Required for this task:**

MSD

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069246 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: 26-20-09-220-801-02

Operator Code: 26-20-09-220-801-02

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.: **26.120**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	21-JAN-2013						

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

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

26-20-09-900-801-02

☐ 505WB ENGINE 1 FIRST-SHOOT, ENGINE 2 SECOND-SHOOT FIRE EXTINGUISHER AMM 26-20-09-900-801

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN	
If removed P/N & S/N information is incorrect please provide details below.													
REMOVED P/N	861630		S/N	58522		LABOR-HRS							
INSTALLED P/N			S/N			PART COST\$							
INSTALLED TSN	MOS		INSTALLED TSO	MOS		TIME SINCE REPAIR	MOS		WARRANTY TIME REMAINING	MOS			
	HRS			HRS			HRS			HRS			
	LDGS			LDGS			LDGS			LDGS			
										TECH:		INSP:	

REMARKS : _____

NOTE: BE ADVISED THAT CODE 262042 HAS 12 MONTH REQUIREMENT + 10 % TOLERANCE.

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

#>26-20-09-220-801 **WEIGHT CHECK 505WB ENGINE 1 FIRST-SHOOT, ENGINE 2 SECOND-SHOOT FIRE EXTINGUISHER**

☐

RECORD DATE OF WEIGHT CHECK ____/____/____

RECORD WEIGHT.....

AMM 26-20-09-220-801

REMARKS : _____

#26-20-09-350-801-02 **RESTORATION 505WB ENGINE 1 FIRST-SHOOT, ENGINE 2 SECOND-SHOOT FIRE EXTINGUISHER (HYDROSTATIC TEST AND PRESSURE GAGE CALIBRATION)**

☐

MANDATORY

RECORD DATE OF HYDROSTATIC CHECK ____/____/____

GENERIC NO REF,AMM
26-20-09-350-801

REMARKS : _____

26-20-13-900-802-01 **ENGINE 1 FIRST-SHOOT PERCUSSION CARTRIDGE**

REFER TO WORK CARD FORM 26.260

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03-SEP-2012

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1 of 3

Return completed copy via email to fax@campsystems.com

Total Pages = _____, Initial _____.

> **INDICATES DUE ITEMS**

Operator: **HERON AVIATION**

Work Card No.: **26.120**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	21-JAN-2013						
Accomplished							

26-20-13-900-802-03

ENGINE 2 SECOND-SHOOT LEFT PERCUSSION CARTRIDGE

REFER TO WORK CARD FORM 26.260

Operator: **HERON AVIATION**Work Card No.: **26.120**Serial No.: **096**Model: **FALCON 900EX**Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES**456AR RH UPPER DOORS DOOR**

26-20-09-900-801-02 505WB ENGINE 1 FIRST-SHOOT, ENGINE 2 SECOND-SHOOT FIRE EXTINGUISHER

113FZ FLOOR PANELS

26-20-09-900-801-02 505WB ENGINE 1 FIRST-SHOOT, ENGINE 2 SECOND-SHOOT FIRE EXTINGUISHER

113HZ FLOOR PANELS

26-20-09-900-801-02 505WB ENGINE 1 FIRST-SHOOT, ENGINE 2 SECOND-SHOOT FIRE EXTINGUISHER

AREA SUMMARIES**F7 MECHANIC'S SERVICING COMPARTMENT**

26-20-09-900-801-02 505WB ENGINE 1 FIRST-SHOOT, ENGINE 2 SECOND-SHOOT FIRE EXTINGUISHER

26-20-09-220-801-02 WEIGHT CHECK 505WB ENGINE 1 FIRST-SHOOT, ENGINE 2 SECOND-SHOOT FIRE EXTINGUISHER

26-20-09-350-801-02 RESTORATION 505WB ENGINE 1 FIRST-SHOOT, ENGINE 2 SECOND-SHOOT FIRE EXTINGUISHER (HYDROSTATIC TEST AND PRESSURE GAGE CALIBRATION)

SOURCE SUMMARIES**956 MPD 05-20-26 PAGE NO.:PAGE 2/7 REF: 26-20 EXTINGUISHING DATE: MAR 09/2012 2**

26-20-09-220-801-02 WEIGHT CHECK 505WB ENGINE 1 FIRST-SHOOT, ENGINE 2 SECOND-SHOOT FIRE EXTINGUISHER

956 MPD 05-20-26 PAGE NO.:PAGE 3/7 REF: 26-20 EXTINGUISHING DATE: MAR 09/2012 2

26-20-09-350-801-02 RESTORATION 505WB ENGINE 1 FIRST-SHOOT, ENGINE 2 SECOND-SHOOT FIRE EXTINGUISHER (HYDROSTATIC TEST AND PRESSURE GAGE CALIBRATION)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 26-20-09-900-801

REMOVAL / INSTALLATION OF THE FIRE EXTINGUISHERS

- WARNING:** COMPLIANCE WITH THE FOLLOWING INSTRUCTIONS IS MANDATORY IF THE EXTINGUISHER IS NOT TO BE INSTALLED BACK ON THE A/C:
- SAFETY PLUGS MUST BE INSTALLED AND TIGHTENED ON THE EXTINGUISHER VALVES FOR TRANSPORTATION, INSPECTION, STORAGE AND HANDLING OPERATIONS,
 - THE SAFETY PLUGS MUST REMAIN ON THE EXTINGUISHER UNTIL THE LATTER IS EQUIPPED WITH ITS PERCUSSION HEAD.

CAUTION: MAKE SURE THAT IT IS IMPOSSIBLE TO INVERT THE POWER SUPPLY AND GROUND WIRES WHEN CONNECTING WIRES, AND THAT LOCATING IS OBSERVED (RED SLEEVE WITH RED RING, GREEN SLEEVE WITH GREEN RING).

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|--------------------------------------------------------------------------------|
| • 26-20-09-900-801-01 | APU, baggage compartment fire extinguisher (504WB) |
| • 26-20-09-900-801-02 | engine 1 first-shoot, engine 2 second-shoot fire extinguisher (505WB) |
| • 26-20-09-900-801-03 | engine 2 first-shoot, engine 1 second-shoot fire extinguisher (506WB) |
| • 26-20-09-900-801-04 | engine 3 first-shoot, engine 2 second-shoot fire extinguisher (508WB) |
| • 26-20-09-900-801-05 | engine 2 first-shoot, engine 3 second-shoot fire extinguisher (507WB) |
| • 26-20-09-900-801-06 | MSC fire extinguisher (503WB) |

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 24-31-09-900-801	REMOVAL / INSTALLATION OF THE GENERATOR CONTROL UNITS (GCU)
• 24-32-01-900-801	REMOVAL / INSTALLATION OF THE BATTERIES
• 26-20-00-760-801	INSULATION TEST OF EXTINGUISHER PERCUSSION CIRCUITS
• 26-20-13-900-802	REMOVAL / INSTALLATION OF THE ENGINE FIRE EXTINGUISHER PERCUSSION CARTRIDGES
• 26-20-13-900-803	REMOVAL / INSTALLATION OF THE APU, BAGGAGE COMPARTMENT AND MECHANIC'S SERVICING COMPARTMENT FIRE EXTINGUISHER PERCUSSION CARTRIDGES

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TF50B26501	STRAP WRENCH TO UNSCREW EXTINGUISHER HEAD	

C. Ingredients and Consumable Products

Designation	Additional designation
-------------	------------------------

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **LOCTITE 242**
- **LOCKWIRE** MS20995C32

D. Additional Spare Parts

Reference	Designation	Quantity
• 860467-00	PROTECTIVE CAP	
OR 863487-00	PROTECTIVE CAP	

E. Energy

- ELECTRICAL

F. Access

Reference	Designation
• PAX	PASSENGER DOOR
• 113FZ	COCKPIT FLOOR
• 113HZ	COCKPIT FLOOR
• 455AL	ENGINE 2 LH COWLING
• MSD	SERVICING COMPARTMENT DOOR

G. Miscellaneous

- SAFETY PLUGS (LOCAL PROCUREMENT) (QTY : SEE NOTE)
- PROTECTIVE CAP (LOCAL PROCUREMENT) (QTY : SEE NOTE)
- SAFETY PLACARD (LOCAL PROCUREMENT)

NOTE: Quantity: two per removed extinguisher.

3. **PRELIMINARY STEPS**

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

A. On cockpit circuit breaker panel (**10PP**), disengage the following circuit breakers:

(1) For A/C < 23:

- "EXTING 1" (**L1WB**),
- "EXTING 2" (**M1WB**),
- "EXTING 3" (**R1WB**),
- "REAR COMP" (**11WG**),
- "BAG COMP" (**21WG**),
- "APU FIRE" (**21WB**).

(2) For A/C ≥ 23:

- "EXTING ENG 1" (**L1WB**),
- "EXTING ENG 2" (**M1WB**),
- "EXTING ENG 3" (**R1WB**),
- "REAR COMP" (**11WG**),
- "BAG COMP" (**21WG**),
- "APU FIRE" (**21WB**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- B. Remove :
 - for A/C < 21: floor panel (**113FZ**).
 - for A/C ≥ 21 or A/C with SB F900EX-58 : floor panel (**113HZ**)
- C. Gain access to standby horizon battery (**4FG**).
- D. Disengage "CB2" circuit breaker (1) of standby horizon battery (**4FG**).
- E. Install a "DO NOT ENERGIZE" safety placard inside the cockpit.

4. REMOVAL

Refer to **fig. 3**, **fig. 4** and **fig. 5**

NOTE: For each one of the six fire extinguishers, repeat the procedure described below.

When several fire extinguishers are to be removed, make sure that the wiring cannot be inverted.

It is necessary to remove fire extinguisher (**505WB**) and cartridges (**L3WB**)/(**L4WB**) to gain access to fire extinguisher (**506WB**) and cartridges (**L5WB**)/(**L6WB**).

- A. Gain access to the engine, APU and baggage compartment fire extinguishers (**504WB**), (**505WB**), (**506WB**), (**507WB**), (**508WB**) through door (**MSD**).

Gain access to the mechanic's servicing compartment fire extinguisher (**503WB**) by opening engine 2 cowling (**455AL**).

NOTE: If necessary, remove the following equipment:

- for fire extinguishers (**505WB**) and (**506WB**):
 - battery 1 (**L1PE**) (Refer to **TASK 24-32-01-900-801**),
 - horizontal stabilizer printed circuit board (**7CF**).
- for fire extinguishers (**507WB**) and (**508WB**):
 - battery 2 (**R1PE**) (Refer to **TASK 24-32-01-900-801**),
 - GCU 2 (**M3PA**) (Refer to **TASK 24-31-09-900-801**).
- the holding couplings.

- B. Remove the percussion cartridges ((Refer to **TASK 26-20-13-900-802**) or (Refer to **TASK 26-20-13-900-803**), paragraph "Preliminary Steps" then, "Removal").

NOTE: For fire extinguisher (**503WB**), there is only one red percussion cartridge (on LH side).

On the percussion cartridge location not used, there is a protective cap.

- C. Unscrew the couplings of extinguishing lines (1) on the fire extinguisher.
- D. Unscrew the coupling of safety discharge line (2) located at the rear of the fire extinguisher.
- E. Unscrew and remove the attaching screws securing the fire extinguisher.
- F. Extract and remove the fire extinguisher from its housing.
- G. Blank off extinguishing lines (1) and safety discharge line (2) using protective caps.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

5. INSTALLATION

Refer to **fig. 3**, **fig. 4** and **fig. 5**

NOTE: When installing the fire extinguishers, make sure that the lines do not come into contact with one another and that they do not rub against the surrounding equipment.

- A. Check that percussion heads (3) can rotate freely.

NOTE: If necessary, loosen the percussion heads using a strap wrench (**TF50B26501**).

- B. Position the fire extinguisher in its housing.

- C. Secure it to the structure with the attaching screws.

- D. Remove the protective caps from extinguishing lines (1) and safety discharge line (2).

- E. For fire extinguishers (P/N: 861630), perform the following operations:

NOTE: For fire extinguisher (**503WB**), on the percussion cartridge location not used, there is a white protective cap (**860467-00**).

This protective cap must stay in position and safetied with **lockwire**.

- (1) Screw the coupling of safety discharge line (2) located at the rear of the fire extinguisher.
- (2) Orient each percussion head (3) so as to eliminate any stress when installing the extinguishing line (1).
- (3) Screw the coupling of extinguishing line (1) on each percussion head (3).
- (4) Tighten each percussion head (3) with a strap wrench (**TF50B26501**), applying a torque of 1.75 to 2 m.daN (12.9 to 14.7 ft.lbf).

- F. For fire extinguishers (P/N: 863470-00 or 863470-01), perform the following operations:

NOTE: For fire extinguisher (**503WB**), on the percussion cartridge location not used, there is a red or grey painted protective cap (**863487-00**).

This protective cap must stay in position and safetied with **lockwire**.

- (1) Screw the coupling of safety discharge line (2) located at the rear of the fire extinguisher.

CAUTION: DO NOT UNSCREW THE PERCUSSION HEAD BY MORE THAN ONE TURN FROM ABUTMENT TO ALIGN THE OUTLET WITH THE EXTINGUISHING LINE.

- (2) For each percussion head (3):
 - screw percussion head (3) to abutment,
 - unscrew percussion head (3) to align the outlet with extinguishing line (1),
 - coat the threads with three drops of **loctite 242**,
 - screw/unscrew percussion head (3) by a quarter turn three or four times to allow **loctite 242** to penetrate,
 - re-align the outlet of percussion head (3) with extinguishing line (1),
 - screw the coupling of extinguishing line (1),
 - allow the loctite to dry.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

6. FINAL STEPS

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

A. Perform the insulation test of the fire extinguisher percussion circuits as follows:

- (1) Install the percussion cartridges without connecting the power supply wire to their center terminals ((Refer to **TASK 26-20-13-900-802**) or (Refer to **TASK 26-20-13-900-803**), paragraph "Preparation before Installation" then, "Installation").

NOTE 1: For fire extinguisher (**503WB**), there is only one red percussion cartridge (on LH side).

NOTE 2: If applicable, install the following equipment:

- the holding couplings which have been removed,
- for fire extinguishers (**505WB**) and (**506WB**):
 - battery 1 (**L1PE**) (Refer to **TASK 24-32-01-900-801**),
 - horizontal stabilizer printed circuit board (**7CF**).
- for fire extinguishers (**507WB**) and (**508WB**):
 - battery 2 (**R1PE**) (Refer to **TASK 24-32-01-900-801**),
 - GCU 2 (**M3PA**) (Refer to **TASK 24-31-09-900-801**).

- (2) Perform the insulation test of the fire extinguisher percussion circuits (Refer to **TASK 26-20-00-760-801**).

- (3) Complete the installation of the percussion cartridge as indicated in the insulation test (Refer to **TASK 26-20-00-760-801**).

B. On stand-by horizon battery (**4FG**), engage "CB2" circuit breaker (1) of stand-by horizon battery (**4FG**).

C. Install:

- for A/C < 21: floor panel (**113FZ**),
- for A/C ≥ 21 or A/C with SB F900-58 : floor panel (**113HZ**).

D. On cockpit circuit breaker panel (**10PP**), engage the following circuit breakers:

- (1) For A/C < 23:

- "EXTING 1" (**L1WB**),
- "EXTING 2" (**M1WB**),
- "EXTING 3" (**R1WB**),
- "REAR COMP" (**11WG**),
- "BAG COMP" (**21WG**),
- "APU FIRE" (**21WB**).

- (2) For A/C ≥ 23:

- "EXTING ENG 1" (**L1WB**),
- "EXTING ENG 2" (**M1WB**),
- "EXTING ENG 3" (**R1WB**),
- "REAR COMP" (**11WG**),
- "BAG COMP" (**21WG**),
- "APU FIRE" (**21WB**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- E. Remove the "DO NOT ENERGIZE" safety placard from the cockpit.
- F. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization from Batteries").
- G. On warning panel ([2WW](#)), set "TEST" switch ([2WW01](#)) to "FIRE" and hold it in that position.
- H. On fire warning panel([2WB](#)), check the illumination of:
 - "FIRE 1" light ([2WB6](#)),
 - "FIRE 2" light ([2WB11](#)),
 - "FIRE 3" light ([2WB16](#)),
 - "FIRE BAG COMP" switch/light ([2WB1](#)),
 - "FIRE REAR COMP" switch/light ([2WB2](#)),
 - "FIRE APU" switch/light ([2WB3](#)).
- I. On warning panel ([2WW](#)), release "TEST" switch ([2WW01](#)).
- J. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-Energization from Batteries").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

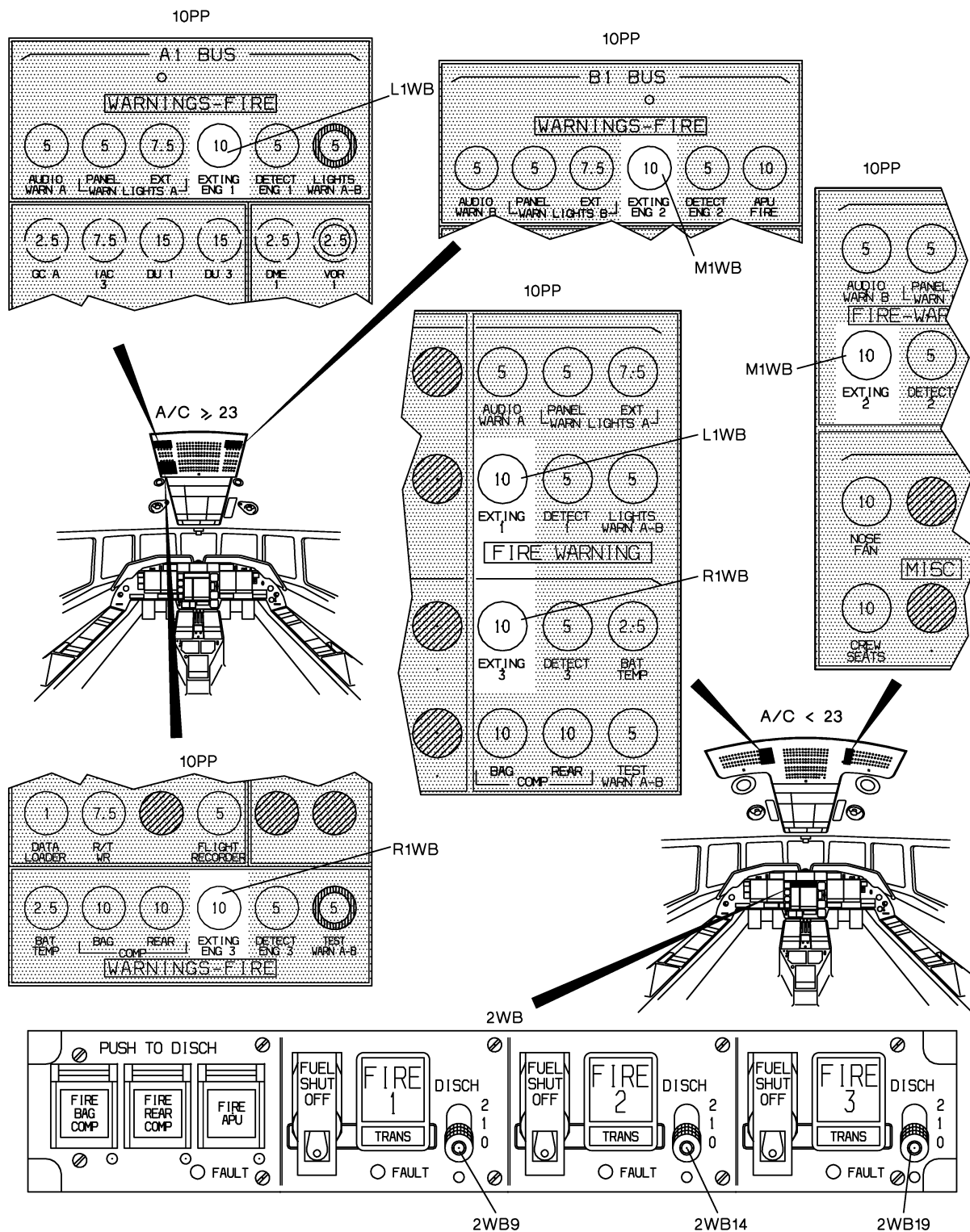


Figure 1: LOCATION OF COCKPIT CONTROLS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

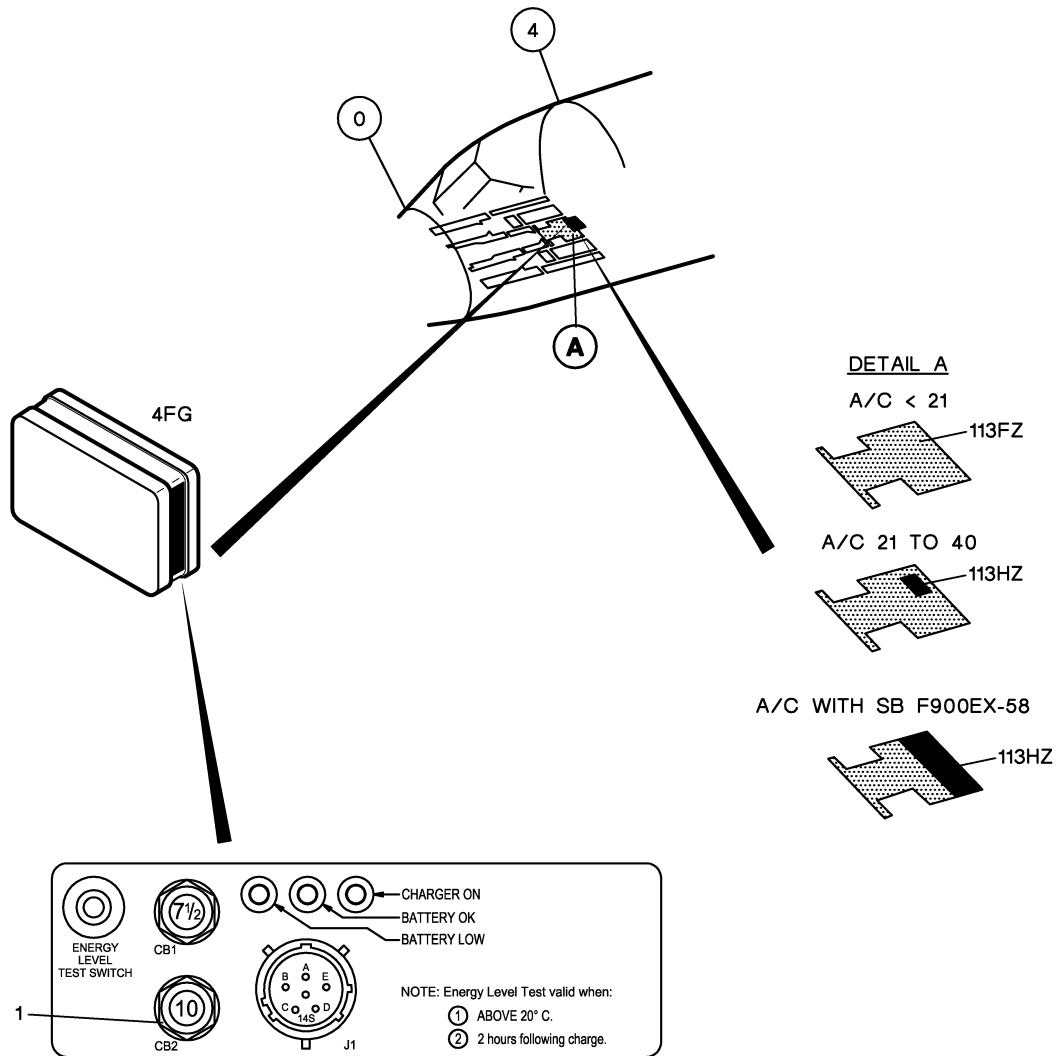


Figure 2: LOCATION OF STANDBY HORIZON BATTERIES

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

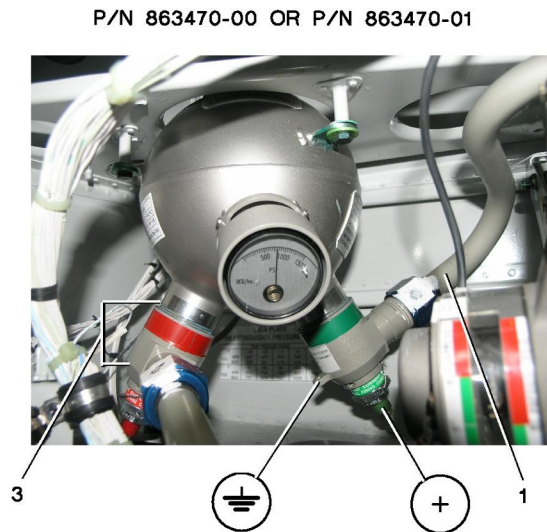
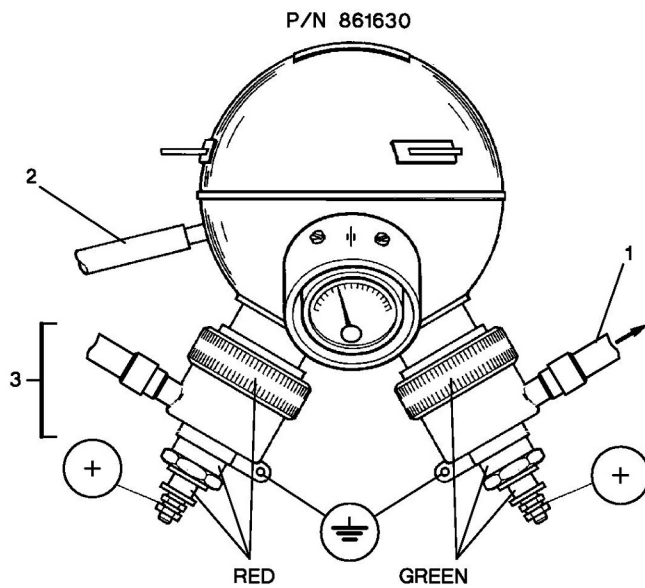
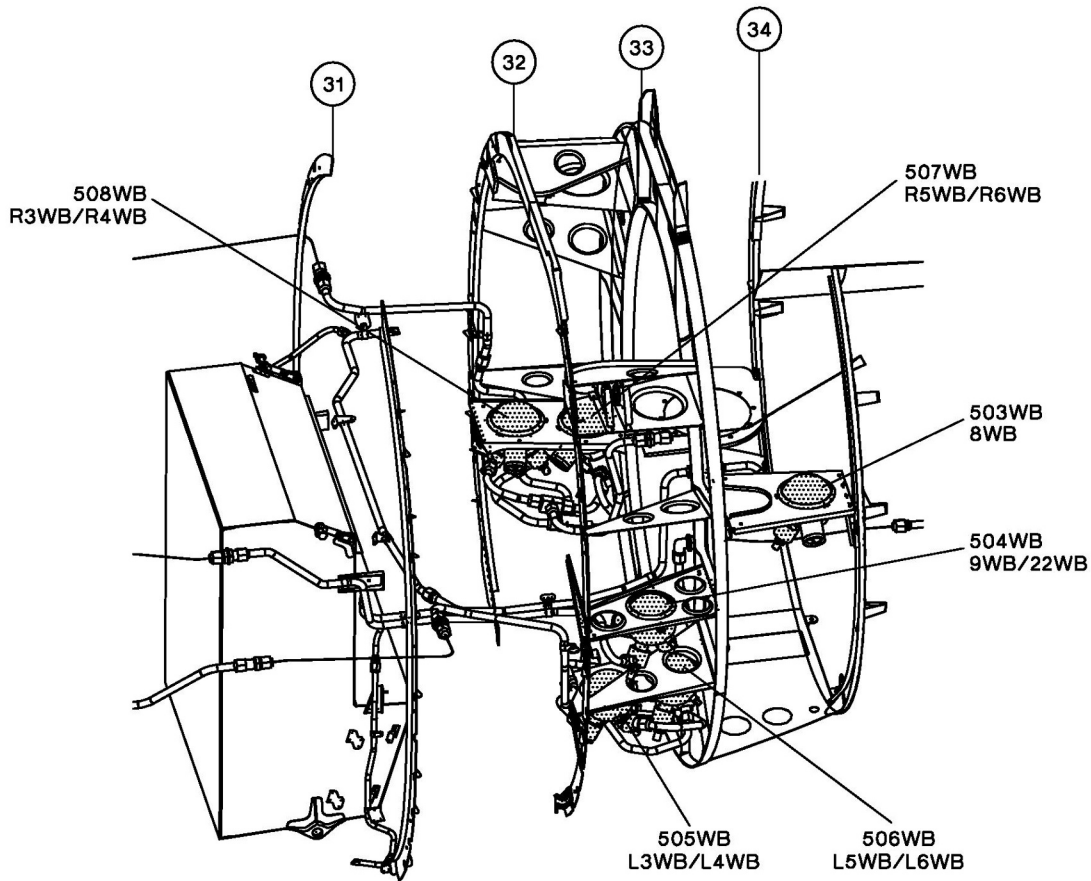


Figure 3: REMOVAL/INSTALLATION OF FIRE EXTINGUISHERS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

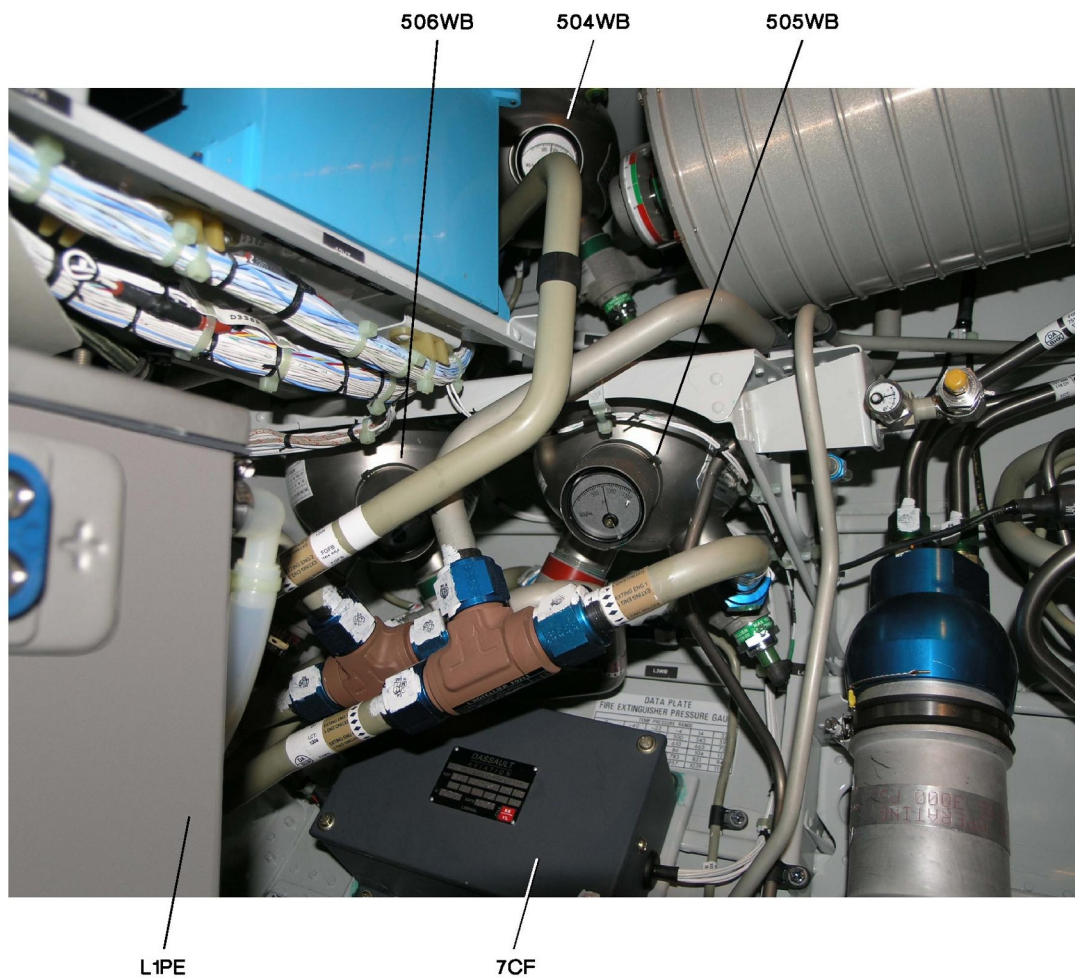


Figure 4: MECHANIC'S SERVICING COMPARTMENT (LH SIDE)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

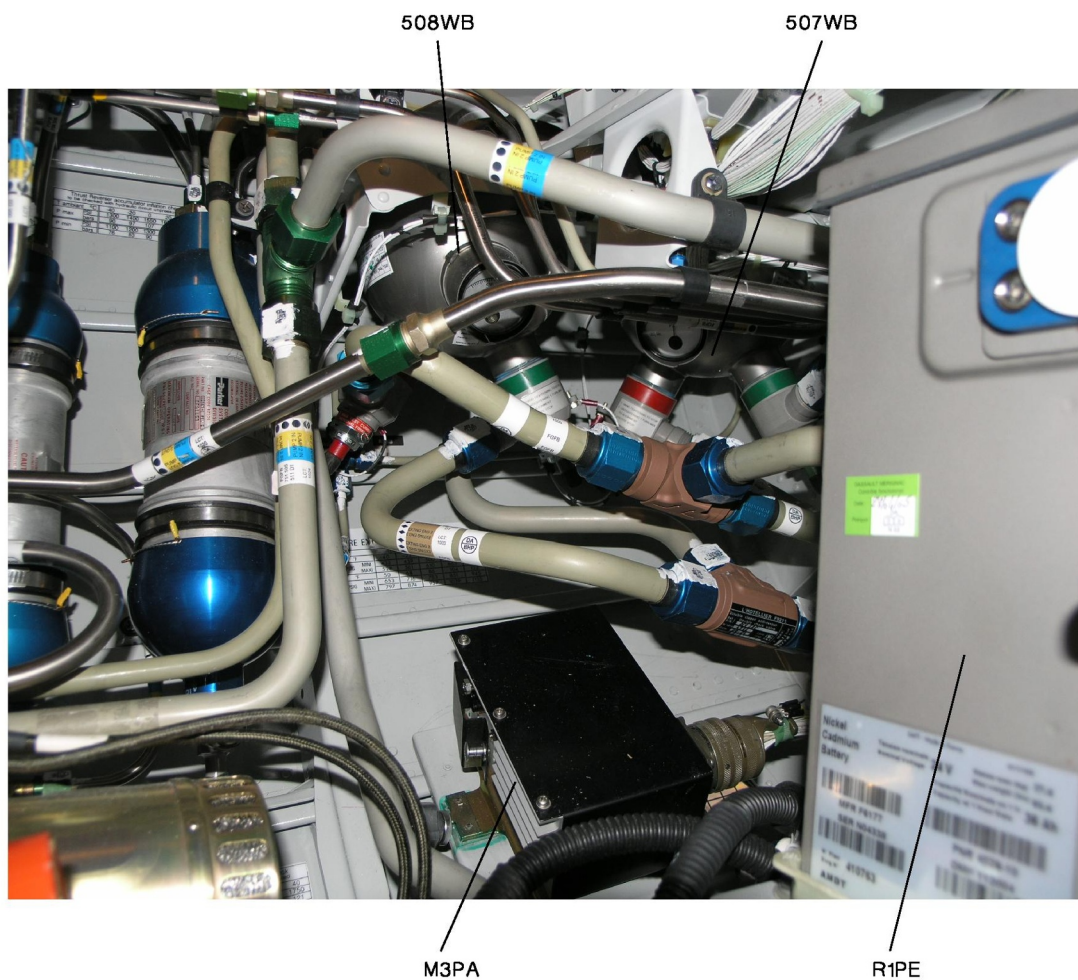


Figure 5: MECHANIC'S SERVICING COMPARTMENT (RH SIDE)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 26-20-09-220-801 WEIGHING OF THE FIRE EXTINGUISHERS

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|-----------------------------------------------------------------------------------------|
| • 26-20-09-220-801-01 | APU, baggage compartment fire extinguisher (504WB) |
| • 26-20-09-220-801-02 | engine 1 first-shoot, engine 2 second-shoot fire extinguisher (505WB) |
| • 26-20-09-220-801-03 | engine 2 first-shoot, engine 1 second-shoot fire extinguisher (506WB) |
| • 26-20-09-220-801-04 | engine 3 first-shoot, engine 2 second-shoot fire extinguisher (508WB) |
| • 26-20-09-220-801-05 | engine 2 first-shoot, engine 3 second-shoot fire extinguisher (507WB) |
| • 26-20-09-220-801-06 | MSC fire extinguisher (503WB) |

NOTE: Never release Halon directly to the atmosphere when performing maintenance on Halon type fire extinguishers. These operations must be performed at specialized centers where the Halon can be recovered and treated.

2. LOGISTICS

A. References

Reference	Designation
♦	
• 26-20-09-900-801	REMOVAL / INSTALLATION OF THE FIRE EXTINGUISHERS
• 26-20-13-900-802	REMOVAL / INSTALLATION OF THE ENGINE FIRE EXTINGUISHER PERCUSSION CARTRIDGES
• 26-20-13-900-803	REMOVAL / INSTALLATION OF THE APU, BAGGAGE COMPARTMENT AND MECHANIC'S SERVICING COMPARTMENT FIRE EXTINGUISHER PERCUSSION CARTRIDGES

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• TO-20-070	WEIGHING SCALE	See NOTE 1

C. Access

Reference	Designation
• MSD	SERVICING COMPARTMENT DOOR

NOTE: Weighing scale, capable of 4 kg (9 lb), accuracy: ± 1g (0.002 lb).

3. PRELIMINARY STEPS

- A. Gain access to the mechanic's servicing compartment through door ([MSD](#)).
- B. Remove the cartridges from the fire extinguisher to be weighed (Refer to [TASK 26-20-13-900-802](#)) for the engine fire extinguishers or (Refer to [TASK 26-20-13-900-803](#)) for the APU, baggage compartment and servicing compartment fire extinguishers).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- C. Remove the fire extinguisher to be weighed (Refer to [TASK 26-20-09-900-801](#)).

4. WEIGHING

Refer to **fig. 1**

- A. Weigh the fire extinguisher using a weighing scale (precision scales ± 1 g (± 0.002 lb)).
- B. Compare the measured value with the value indicated:
- on the identification plate for extinguisher (861630) or (863470-00),
 - on the placard for extinguisher (863470-01).

NOTE: The weight of the full fire extinguisher is defined as the weight of the extinguisher without the protective plugs and without the cartridges.

- C. Replace the fire extinguisher if its weight is 20 g (0.044 lb) lighter than the weight indicated:
- on the identification plate for extinguisher (861630) or (863470-00),
 - on the placard for extinguisher (863470-01).

5. FINAL STEPS

- A. Install the fire extinguishers (Refer to [TASK 26-20-09-900-801](#)).
- B. Install the cartridges (Refer to [TASK 26-20-13-900-802](#)) for the engine fire extinguishers or (Refer to [TASK 26-20-13-900-803](#)) for the APU, baggage compartment and servicing compartment fire extinguishers).



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

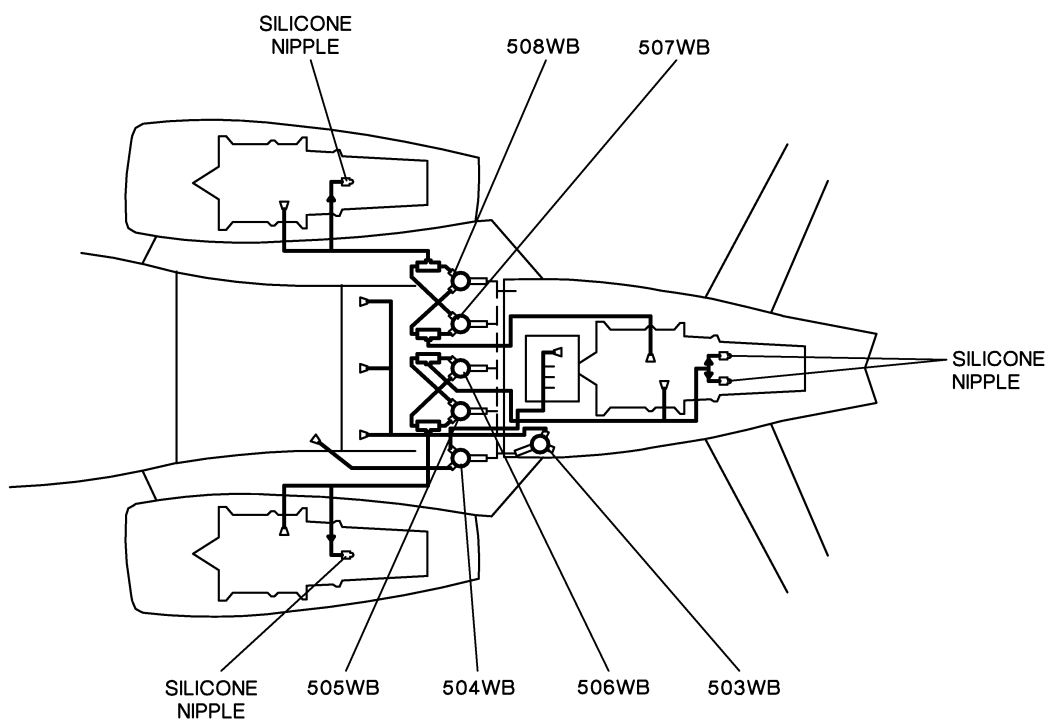


Figure 1: LOCATION OF THE FIRE EXTINGUISHERS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 26-20-09-350-801

RESTORATION OF THE FIRE EXTINGUISHERS (HYDROSTATIC TEST AND PRESSURE GAGE CALIBRATION)

1. OVERVIEW OF THE JOB

Operation codes:

- 26-20-09-350-801-01 APU, baggage compartment fire extinguisher ([504WB](#))
- 26-20-09-350-801-02 engine 1 first-shoot, engine 2 second-shoot fire extinguisher ([505WB](#))
- 26-20-09-350-801-03 engine 2 first-shoot, engine 1 second-shoot fire extinguisher ([506WB](#))
- 26-20-09-350-801-04 engine 3 first-shoot, engine 2 second-shoot fire extinguisher ([508WB](#))
- 26-20-09-350-801-05 engine 2 first-shoot, engine 3 second-shoot fire extinguisher ([507WB](#))
- 26-20-09-350-801-06 MSC fire extinguisher ([503WB](#))

The restoration of the fire extinguisher consists in:

- an overhaul of the fire extinguisher,
- an hydrostatic test of the fire extinguisher bottle.

For Removal/Installation of the fire extinguishers, refer to the AMM (Refer to [TASK 26-20-09-900-801](#)).

2. LOGISTICS

A. References

Reference

- [26-20-09-900-801](#)

Designation

REMOVAL / INSTALLATION OF THE FIRE EXTINGUISHERS

Project No: **BDHRN002**Job Card No **0073**

Notif.No.: 10049211

Activity: **1016**

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: **Weight Eng2-1st Eng3-2nd Shoot Firex**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 26

Work Center	
FALCON A/C	

Zone: 300**Access Required for this task:**

MSD

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069247 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.

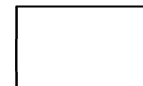
Defect Card Raised

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: 26-20-09-220-801-05

Operator Code: 26-20-09-220-801-05

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Work Card No.: **26.150**

Model: **FALCON 900EX**

Workorder No.:

Due At	Date	A/C HRS	AFL	APH			
	21-JAN-2013						
Accomplished							

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

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

26-20-09-900-801-05

☐ 507WB ENGINE 2 FIRST-SHOOT, ENGINE 3 SECOND-SHOOT FIRE EXTINGUISHER AMM 26-20-09-900-801

REASON REMOVED: (CHECK ONE)		<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV			<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN	
If removed P/N & S/N information is incorrect please provide details below.																
REMOVED P/N		861630						S/N	51914						LABOR-HRS	
INSTALLED P/N								S/N							PART COST\$	
INSTALLED TSN	MOS		INSTALLED TSO	MOS		TIME SINCE	MOS		WARRANTY TIME	MOS						
HRS			HRS			REPAIR	HRS		REMAINING	HRS						
LDGS			LDGS				LDGS			LDGS						
								TECH:				INSP:				

REMARKS :

NOTE: BE ADVISED THAT CODE 262045 HAS 12 MONTH REQUIREMENT + 10 % TOLERANCE.

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

#>26-20-09-220-801 WEIGHT CHECK 507WB ENGINE 2 FIRST-SHOOT, ENGINE 3
-05 SECOND-SHOOT FIRE EXTINGUISHER

RECORD DATE OF WEIGHT CHECK _____/_____/_____

RECORD WEIGHT.....

AMM 26-20-09-220-801

REMARKS :

#26-20-09-350-801-05 RESTORATION 507WB ENGINE 2 FIRST-SHOOT, ENGINE 3
SECOND-SHOOT FIRE EXTINGUISHER (HYDROSTATIC TEST AND
PRESSURE GAGE CALIBRATION)

MANDATORY

RECORD DATE OF HYDROSTATIC CHECK _____/_____/_____

GENERIC NO REF,AMM
26-20-09-350-801

REMARKS :

26-20-13-900-802-06

ENGINE 3 SECOND-SHOOT PERCUSSION CARTRIDGE

REFER TO WORK CARD FORM 26.260

DASSAULT AND FALCON® ARE TRADEMARKS OF DASSAULT AVIATION.

03-SEP-2012

© CAMP SYSTEMS

Return completed copy via email to fax@campsystems.com

> INDICATES DUE ITEMS

1 of 3

Total Pages = _____, Initial _____.

Operator: **HERON AVIATION**

Work Card No.: **26.150**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	21-JAN-2013						
Accomplished							

26-20-13-900-802-08

ENGINE 2 FIRST-SHOOT RIGHT PERCUSSION CARTRIDGE

REFER TO WORK CARD FORM 26.260

Operator: **HERON AVIATION**

Work Card No.: **26.150**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

456AR RH UPPER DOORS DOOR

26-20-09-900-801-05 507WB ENGINE 2 FIRST-SHOOT, ENGINE 3 SECOND-SHOOT FIRE EXTINGUISHER

113FZ FLOOR PANELS

26-20-09-900-801-05 507WB ENGINE 2 FIRST-SHOOT, ENGINE 3 SECOND-SHOOT FIRE EXTINGUISHER

113HZ FLOOR PANELS

26-20-09-900-801-05 507WB ENGINE 2 FIRST-SHOOT, ENGINE 3 SECOND-SHOOT FIRE EXTINGUISHER

AREA SUMMARIES

F7 MECHANIC'S SERVICING COMPARTMENT

26-20-09-900-801-05 507WB ENGINE 2 FIRST-SHOOT, ENGINE 3 SECOND-SHOOT FIRE EXTINGUISHER

26-20-09-220-801-05 WEIGHT CHECK 507WB ENGINE 2 FIRST-SHOOT, ENGINE 3 SECOND-SHOOT FIRE EXTINGUISHER

26-20-09-350-801-05 RESTORATION 507WB ENGINE 2 FIRST-SHOOT, ENGINE 3 SECOND-SHOOT FIRE EXTINGUISHER (HYDROSTATIC TEST AND PRESSURE GAGE CALIBRATION)

SOURCE SUMMARIES

956 MPD 05-20-26 PAGE NO.:PAGE 3/7 REF: 26-20 EXTINGUISHING DATE: MAR 09/2012 2

26-20-09-220-801-05 WEIGHT CHECK 507WB ENGINE 2 FIRST-SHOOT, ENGINE 3 SECOND-SHOOT FIRE EXTINGUISHER

956 MPD 05-20-26 PAGE NO.:PAGE 4/7 REF: 26-20 EXTINGUISHING DATE: MAR 09/2012 2

26-20-09-350-801-05 RESTORATION 507WB ENGINE 2 FIRST-SHOOT, ENGINE 3 SECOND-SHOOT FIRE EXTINGUISHER (HYDROSTATIC TEST AND PRESSURE GAGE CALIBRATION)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 26-20-09-900-801 REMOVAL / INSTALLATION OF THE FIRE EXTINGUISHERS

WARNING: COMPLIANCE WITH THE FOLLOWING INSTRUCTIONS IS MANDATORY IF THE EXTINGUISHER IS NOT TO BE INSTALLED BACK ON THE A/C:

- SAFETY PLUGS MUST BE INSTALLED AND TIGHTENED ON THE EXTINGUISHER VALVES FOR TRANSPORTATION, INSPECTION, STORAGE AND HANDLING OPERATIONS,
- THE SAFETY PLUGS MUST REMAIN ON THE EXTINGUISHER UNTIL THE LATTER IS EQUIPPED WITH ITS PERCUSSION HEAD.

CAUTION: MAKE SURE THAT IT IS IMPOSSIBLE TO INVERT THE POWER SUPPLY AND GROUND WIRES WHEN CONNECTING WIRES, AND THAT LOCATING IS OBSERVED (RED SLEEVE WITH RED RING, GREEN SLEEVE WITH GREEN RING).

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|--------------------------------------------------------------------------------|
| • 26-20-09-900-801-01 | APU, baggage compartment fire extinguisher (504WB) |
| • 26-20-09-900-801-02 | engine 1 first-shoot, engine 2 second-shoot fire extinguisher (505WB) |
| • 26-20-09-900-801-03 | engine 2 first-shoot, engine 1 second-shoot fire extinguisher (506WB) |
| • 26-20-09-900-801-04 | engine 3 first-shoot, engine 2 second-shoot fire extinguisher (508WB) |
| • 26-20-09-900-801-05 | engine 2 first-shoot, engine 3 second-shoot fire extinguisher (507WB) |
| • 26-20-09-900-801-06 | MSC fire extinguisher (503WB) |

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 24-31-09-900-801	REMOVAL / INSTALLATION OF THE GENERATOR CONTROL UNITS (GCU)
• 24-32-01-900-801	REMOVAL / INSTALLATION OF THE BATTERIES
• 26-20-00-760-801	INSULATION TEST OF EXTINGUISHER PERCUSSION CIRCUITS
• 26-20-13-900-802	REMOVAL / INSTALLATION OF THE ENGINE FIRE EXTINGUISHER PERCUSSION CARTRIDGES
• 26-20-13-900-803	REMOVAL / INSTALLATION OF THE APU, BAGGAGE COMPARTMENT AND MECHANIC'S SERVICING COMPARTMENT FIRE EXTINGUISHER PERCUSSION CARTRIDGES

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TF50B26501	STRAP WRENCH TO UNSCREW EXTINGUISHER HEAD	

C. Ingredients and Consumable Products

Designation	Additional designation
-------------	------------------------

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **LOCTITE 242**
- **LOCKWIRE** MS20995C32

D. Additional Spare Parts

Reference	Designation	Quantity
• 860467-00	PROTECTIVE CAP	
OR 863487-00	PROTECTIVE CAP	

E. Energy

- ELECTRICAL

F. Access

Reference	Designation
• PAX	PASSENGER DOOR
• 113FZ	COCKPIT FLOOR
• 113HZ	COCKPIT FLOOR
• 455AL	ENGINE 2 LH COWLING
• MSD	SERVICING COMPARTMENT DOOR

G. Miscellaneous

- SAFETY PLUGS (LOCAL PROCUREMENT) (QTY : SEE NOTE)
- PROTECTIVE CAP (LOCAL PROCUREMENT) (QTY : SEE NOTE)
- SAFETY PLACARD (LOCAL PROCUREMENT)

NOTE: Quantity: two per removed extinguisher.

3. PRELIMINARY STEPS

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

A. On cockpit circuit breaker panel (**10PP**), disengage the following circuit breakers:

(1) For A/C < 23:

- "EXTING 1" (**L1WB**),
- "EXTING 2" (**M1WB**),
- "EXTING 3" (**R1WB**),
- "REAR COMP" (**11WG**),
- "BAG COMP" (**21WG**),
- "APU FIRE" (**21WB**).

(2) For A/C ≥ 23:

- "EXTING ENG 1" (**L1WB**),
- "EXTING ENG 2" (**M1WB**),
- "EXTING ENG 3" (**R1WB**),
- "REAR COMP" (**11WG**),
- "BAG COMP" (**21WG**),
- "APU FIRE" (**21WB**).

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- B. Remove :
 - for A/C < 21: floor panel (**113FZ**).
 - for A/C ≥ 21 or A/C with SB F900EX-58 : floor panel (**113HZ**)
- C. Gain access to standby horizon battery (**4FG**).
- D. Disengage "CB2" circuit breaker (1) of standby horizon battery (**4FG**).
- E. Install a "DO NOT ENERGIZE" safety placard inside the cockpit.

4. REMOVAL

Refer to **fig. 3**, **fig. 4** and **fig. 5**

NOTE: For each one of the six fire extinguishers, repeat the procedure described below.

When several fire extinguishers are to be removed, make sure that the wiring cannot be inverted.

It is necessary to remove fire extinguisher (**505WB**) and cartridges (**L3WB**)/(**L4WB**) to gain access to fire extinguisher (**506WB**) and cartridges (**L5WB**)/(**L6WB**).

- A. Gain access to the engine, APU and baggage compartment fire extinguishers (**504WB**), (**505WB**), (**506WB**), (**507WB**), (**508WB**) through door (**MSD**).

Gain access to the mechanic's servicing compartment fire extinguisher (**503WB**) by opening engine 2 cowl (**455AL**).

NOTE: If necessary, remove the following equipment:

- for fire extinguishers (**505WB**) and (**506WB**):
 - battery 1 (**L1PE**) (Refer to **TASK 24-32-01-900-801**),
 - horizontal stabilizer printed circuit board (**7CF**).
- for fire extinguishers (**507WB**) and (**508WB**):
 - battery 2 (**R1PE**) (Refer to **TASK 24-32-01-900-801**),
 - GCU 2 (**M3PA**) (Refer to **TASK 24-31-09-900-801**).
- the holding couplings.

- B. Remove the percussion cartridges ((Refer to **TASK 26-20-13-900-802**) or (Refer to **TASK 26-20-13-900-803**), paragraph "Preliminary Steps" then, "Removal").

NOTE: For fire extinguisher (**503WB**), there is only one red percussion cartridge (on LH side).
On the percussion cartridge location not used, there is a protective cap.

- C. Unscrew the couplings of extinguishing lines (1) on the fire extinguisher.
- D. Unscrew the coupling of safety discharge line (2) located at the rear of the fire extinguisher.
- E. Unscrew and remove the attaching screws securing the fire extinguisher.
- F. Extract and remove the fire extinguisher from its housing.
- G. Blank off extinguishing lines (1) and safety discharge line (2) using protective caps.

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5. INSTALLATION

Refer to **fig. 3**, **fig. 4** and **fig. 5**

NOTE: When installing the fire extinguishers, make sure that the lines do not come into contact with one another and that they do not rub against the surrounding equipment.

- A. Check that percussion heads (3) can rotate freely.

NOTE: If necessary, loosen the percussion heads using a strap wrench (**TF50B26501**).

- B. Position the fire extinguisher in its housing.

- C. Secure it to the structure with the attaching screws.

- D. Remove the protective caps from extinguishing lines (1) and safety discharge line (2).

- E. For fire extinguishers (P/N: 861630), perform the following operations:

NOTE: For fire extinguisher (**503WB**), on the percussion cartridge location not used, there is a white protective cap (**860467-00**).

This protective cap must stay in position and safetied with **lockwire**.

- (1) Screw the coupling of safety discharge line (2) located at the rear of the fire extinguisher.
- (2) Orient each percussion head (3) so as to eliminate any stress when installing the extinguishing line (1).
- (3) Screw the coupling of extinguishing line (1) on each percussion head (3).
- (4) Tighten each percussion head (3) with a strap wrench (**TF50B26501**), applying a torque of 1.75 to 2 m.daN (12.9 to 14.7 ft.lbf).

- F. For fire extinguishers (P/N: 863470-00 or 863470-01), perform the following operations:

NOTE: For fire extinguisher (**503WB**), on the percussion cartridge location not used, there is a red or grey painted protective cap (**863487-00**).

This protective cap must stay in position and safetied with **lockwire**.

- (1) Screw the coupling of safety discharge line (2) located at the rear of the fire extinguisher.

CAUTION: DO NOT UNSCREW THE PERCUSSION HEAD BY MORE THAN ONE TURN FROM ABUTMENT TO ALIGN THE OUTLET WITH THE EXTINGUISHING LINE.

- (2) For each percussion head (3):
 - screw percussion head (3) to abutment,
 - unscrew percussion head (3) to align the outlet with extinguishing line (1),
 - coat the threads with three drops of **loctite 242**,
 - screw/unscrew percussion head (3) by a quarter turn three or four times to allow **loctite 242** to penetrate,
 - re-align the outlet of percussion head (3) with extinguishing line (1),
 - screw the coupling of extinguishing line (1),
 - allow the loctite to dry.

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6. FINAL STEPS

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

A. Perform the insulation test of the fire extinguisher percussion circuits as follows:

- (1) Install the percussion cartridges without connecting the power supply wire to their center terminals ((Refer to **TASK 26-20-13-900-802**) or (Refer to **TASK 26-20-13-900-803**), paragraph "Preparation before Installation" then, "Installation").

NOTE 1: For fire extinguisher (**503WB**), there is only one red percussion cartridge (on LH side).

NOTE 2: If applicable, install the following equipment:

- the holding couplings which have been removed,
- for fire extinguishers (**505WB**) and (**506WB**):
 - battery 1 (**L1PE**) (Refer to **TASK 24-32-01-900-801**),
 - horizontal stabilizer printed circuit board (**7CF**).
- for fire extinguishers (**507WB**) and (**508WB**):
 - battery 2 (**R1PE**) (Refer to **TASK 24-32-01-900-801**),
 - GCU 2 (**M3PA**) (Refer to **TASK 24-31-09-900-801**).

- (2) Perform the insulation test of the fire extinguisher percussion circuits (Refer to **TASK 26-20-00-760-801**).

- (3) Complete the installation of the percussion cartridge as indicated in the insulation test (Refer to **TASK 26-20-00-760-801**).

B. On stand-by horizon battery (**4FG**), engage "CB2" circuit breaker (1) of stand-by horizon battery (**4FG**).

C. Install:

- for A/C < 21: floor panel (**113FZ**),
- for A/C ≥ 21 or A/C with SB F900-58 : floor panel (**113HZ**).

D. On cockpit circuit breaker panel (**10PP**), engage the following circuit breakers:

- (1) For A/C < 23:

- "EXTING 1" (**L1WB**),
- "EXTING 2" (**M1WB**),
- "EXTING 3" (**R1WB**),
- "REAR COMP" (**11WG**),
- "BAG COMP" (**21WG**),
- "APU FIRE" (**21WB**).

- (2) For A/C ≥ 23:

- "EXTING ENG 1" (**L1WB**),
- "EXTING ENG 2" (**M1WB**),
- "EXTING ENG 3" (**R1WB**),
- "REAR COMP" (**11WG**),
- "BAG COMP" (**21WG**),
- "APU FIRE" (**21WB**).

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- E. Remove the "DO NOT ENERGIZE" safety placard from the cockpit.
- F. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization from Batteries").
- G. On warning panel ([2WW](#)), set "TEST" switch ([2WW01](#)) to "FIRE" and hold it in that position.
- H. On fire warning panel([2WB](#)), check the illumination of:
 - "FIRE 1" light ([2WB6](#)),
 - "FIRE 2" light ([2WB11](#)),
 - "FIRE 3" light ([2WB16](#)),
 - "FIRE BAG COMP" switch/light ([2WB1](#)),
 - "FIRE REAR COMP" switch/light ([2WB2](#)),
 - "FIRE APU" switch/light ([2WB3](#)).
- I. On warning panel ([2WW](#)), release "TEST" switch ([2WW01](#)).
- J. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-Energization from Batteries").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

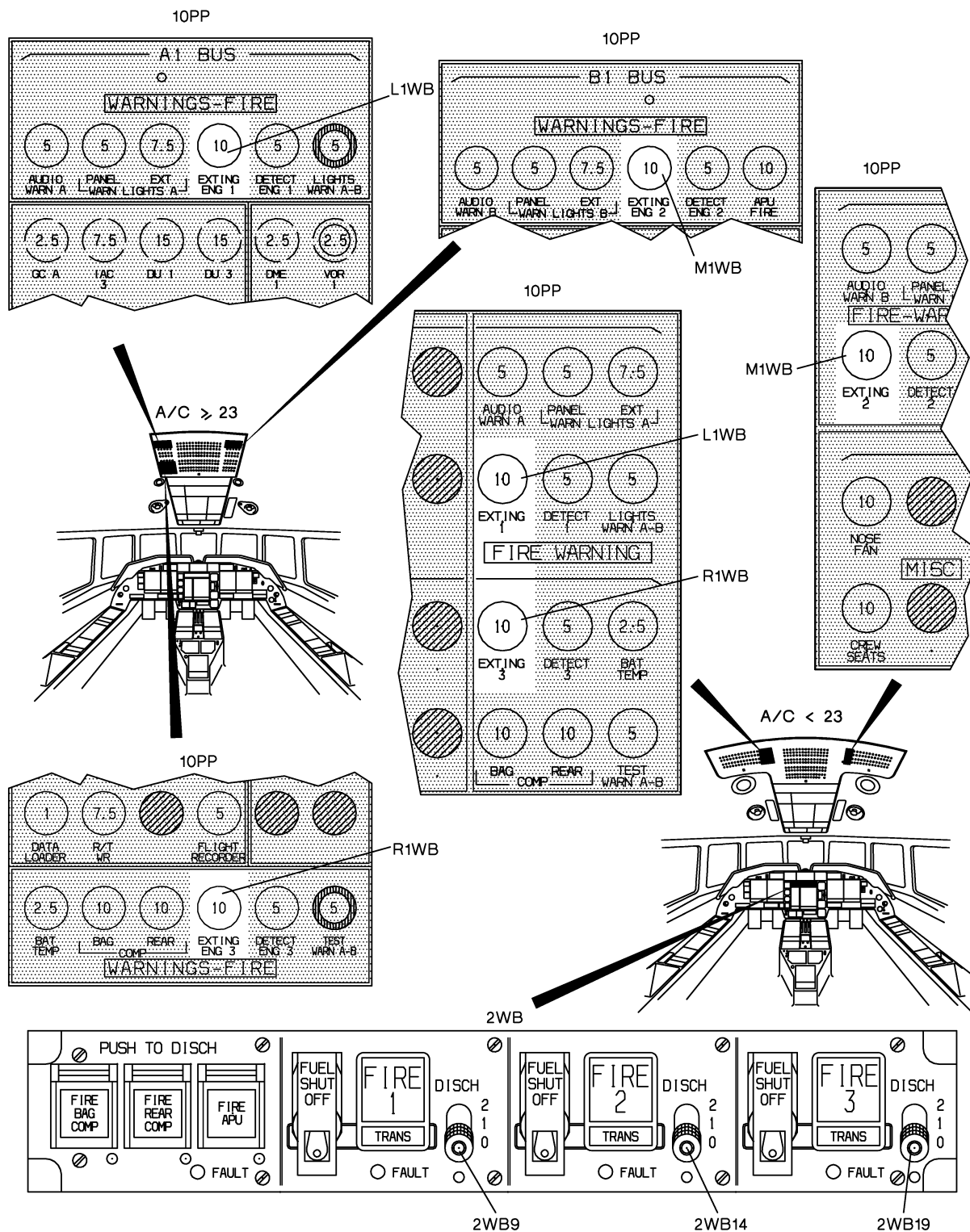


Figure 1: LOCATION OF COCKPIT CONTROLS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

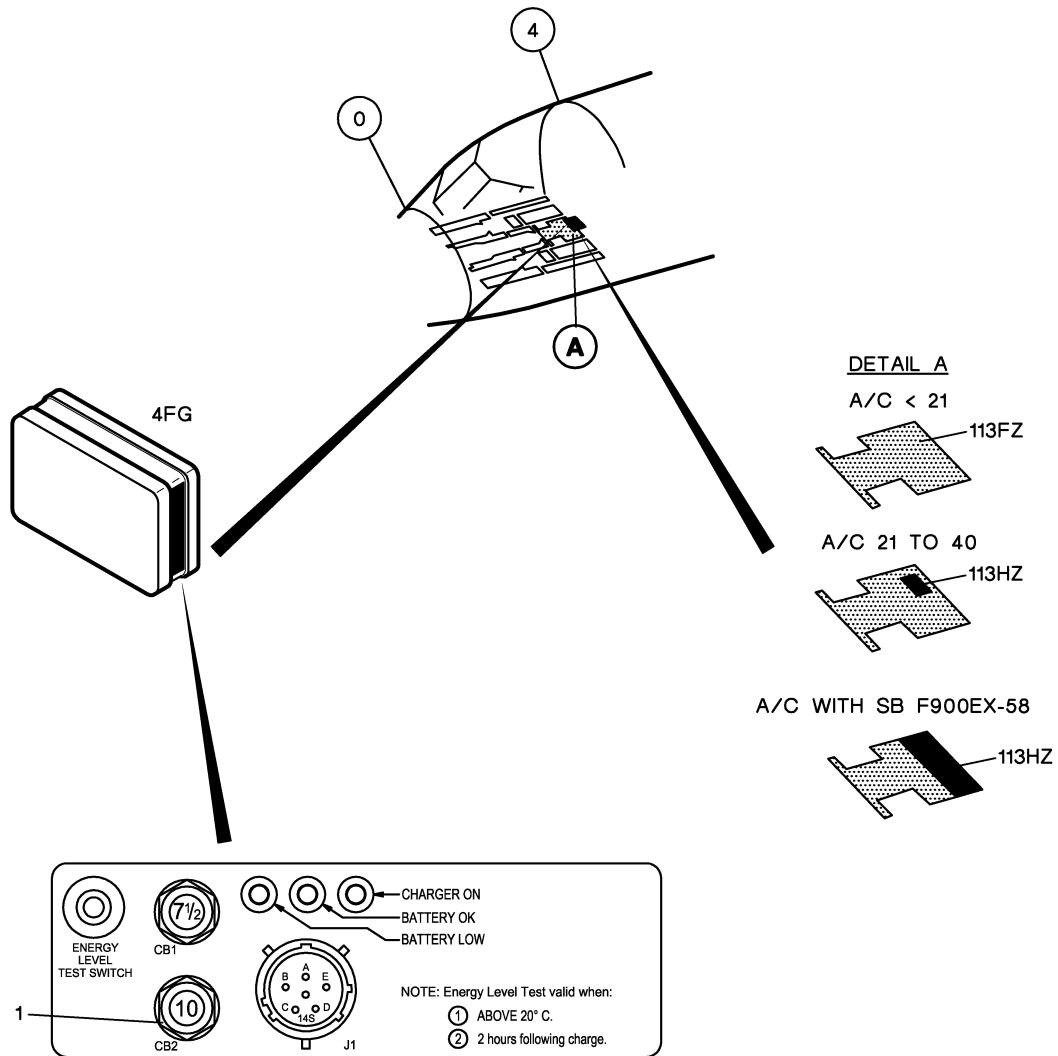


Figure 2: LOCATION OF STANDBY HORIZON BATTERIES

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

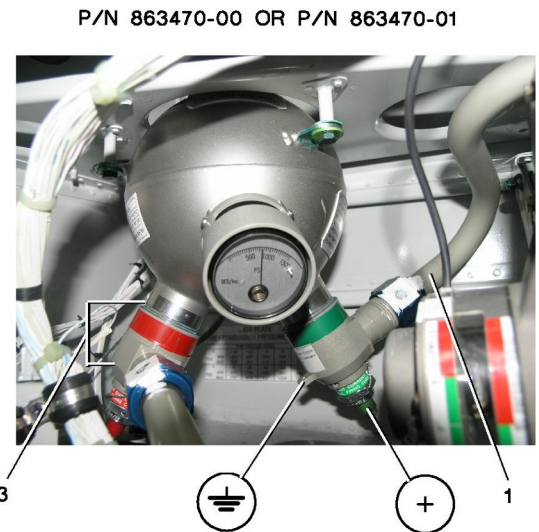
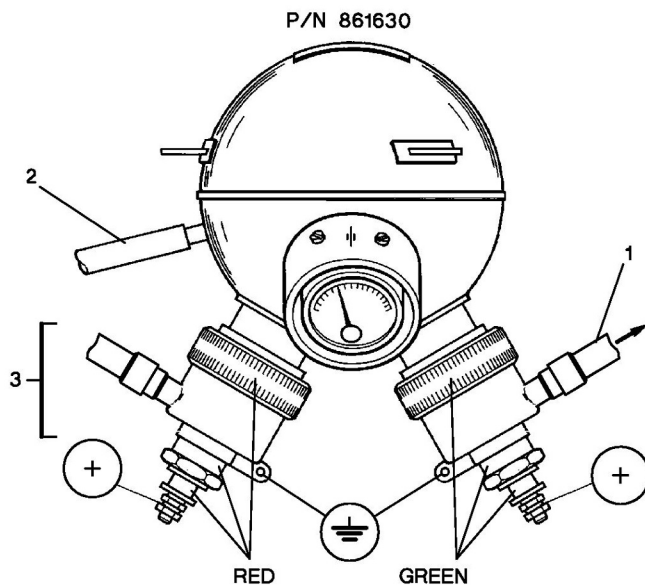
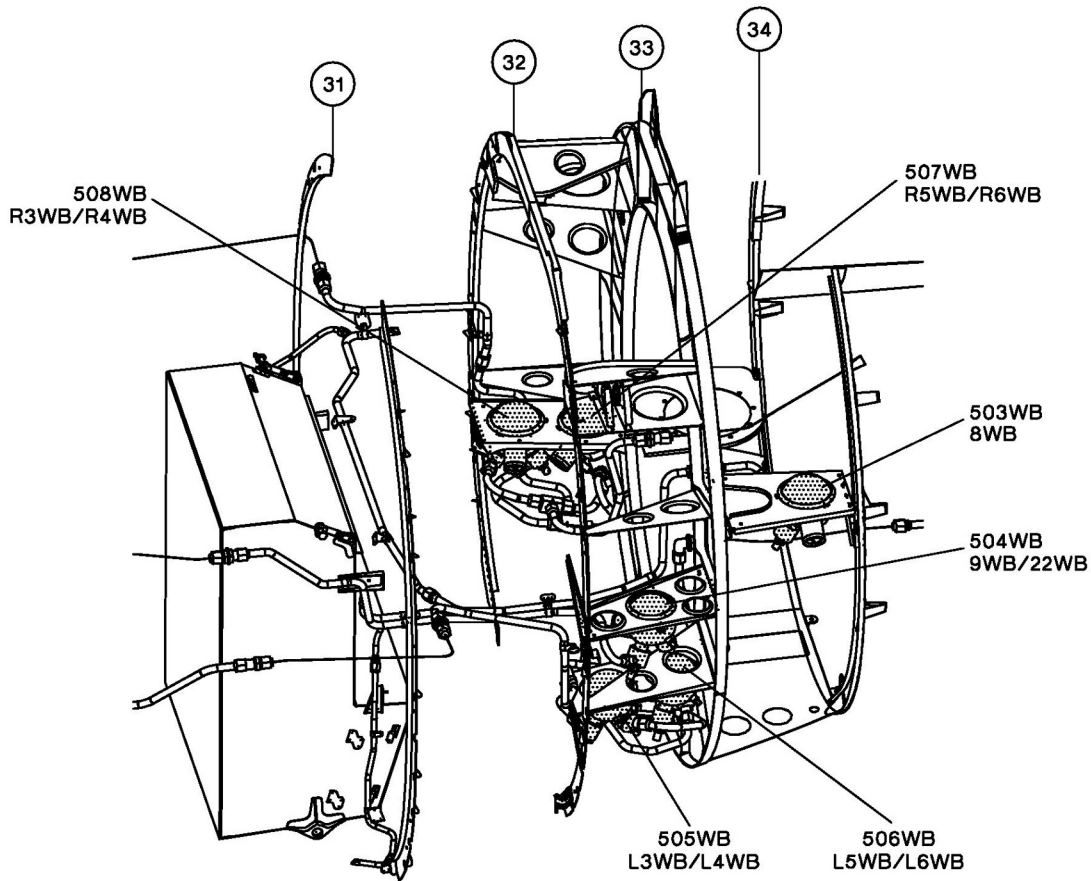


Figure 3: REMOVAL/INSTALLATION OF FIRE EXTINGUISHERS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

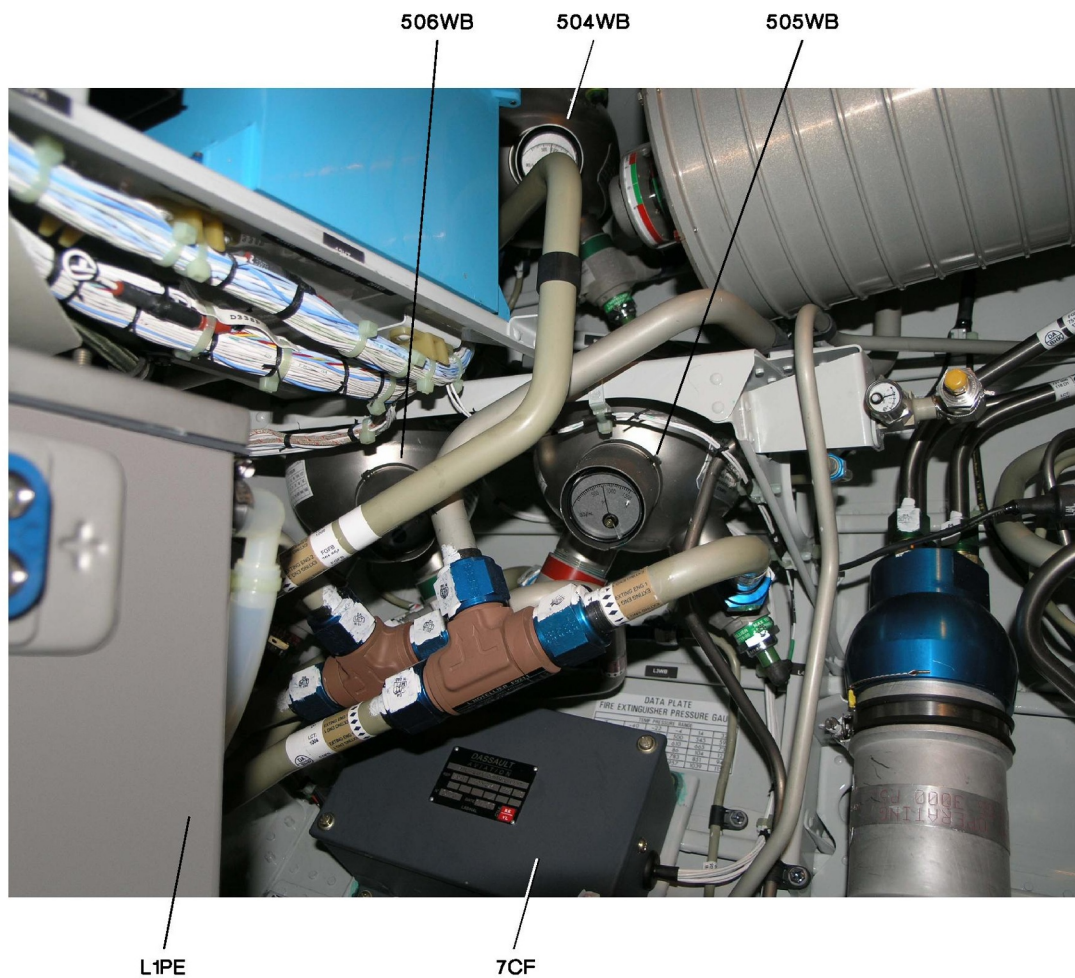


Figure 4: MECHANIC'S SERVICING COMPARTMENT (LH SIDE)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

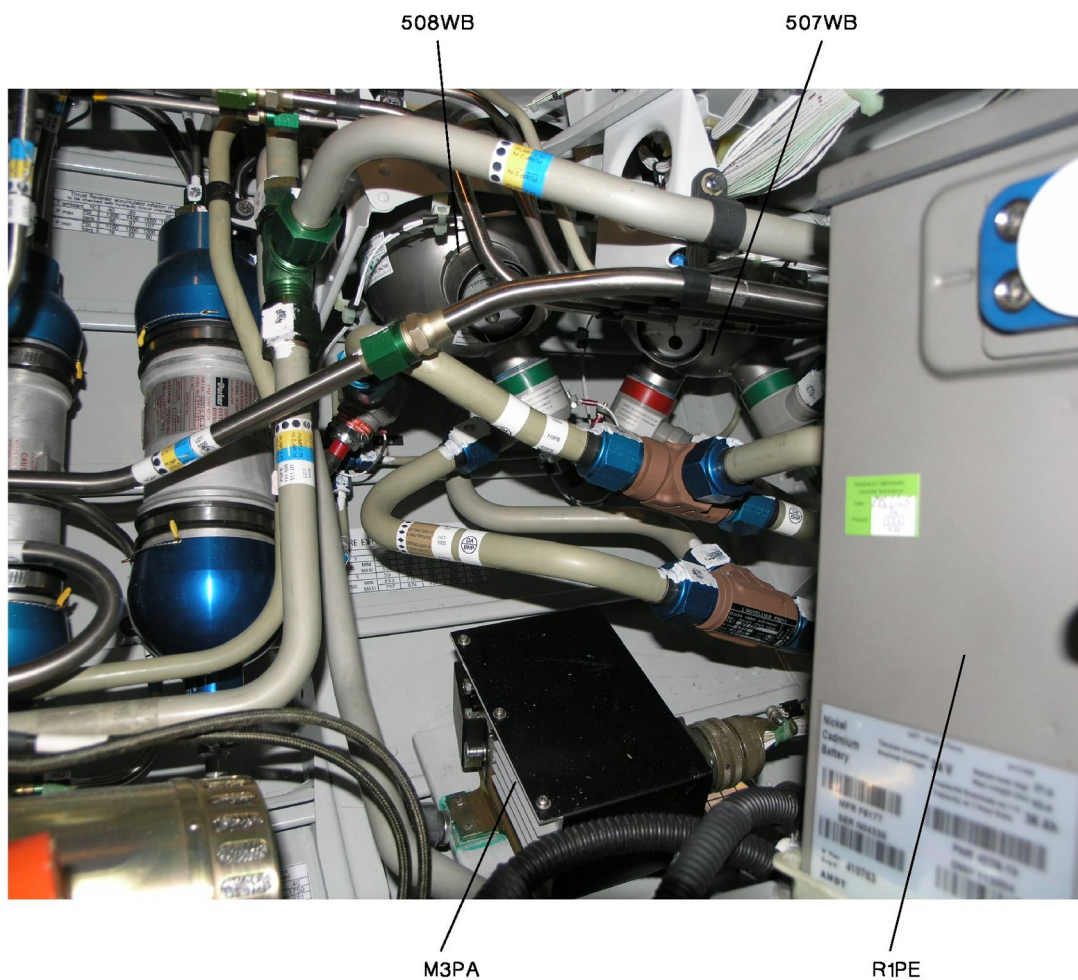


Figure 5: MECHANIC'S SERVICING COMPARTMENT (RH SIDE)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 26-20-09-220-801 WEIGHING OF THE FIRE EXTINGUISHERS

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|--------------------------------------------------------------------------------|
| • 26-20-09-220-801-01 | APU, baggage compartment fire extinguisher (504WB) |
| • 26-20-09-220-801-02 | engine 1 first-shoot, engine 2 second-shoot fire extinguisher (505WB) |
| • 26-20-09-220-801-03 | engine 2 first-shoot, engine 1 second-shoot fire extinguisher (506WB) |
| • 26-20-09-220-801-04 | engine 3 first-shoot, engine 2 second-shoot fire extinguisher (508WB) |
| • 26-20-09-220-801-05 | engine 2 first-shoot, engine 3 second-shoot fire extinguisher (507WB) |
| • 26-20-09-220-801-06 | MSC fire extinguisher (503WB) |

NOTE: Never release Halon directly to the atmosphere when performing maintenance on Halon type fire extinguishers. These operations must be performed at specialized centers where the Halon can be recovered and treated.

2. LOGISTICS

A. References

Reference	Designation
♦	
• 26-20-09-900-801	REMOVAL / INSTALLATION OF THE FIRE EXTINGUISHERS
• 26-20-13-900-802	REMOVAL / INSTALLATION OF THE ENGINE FIRE EXTINGUISHER PERCUSSION CARTRIDGES
• 26-20-13-900-803	REMOVAL / INSTALLATION OF THE APU, BAGGAGE COMPARTMENT AND MECHANIC'S SERVICING COMPARTMENT FIRE EXTINGUISHER PERCUSSION CARTRIDGES

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• TO-20-070	WEIGHING SCALE	See NOTE 1

C. Access

Reference	Designation
• MSD	SERVICING COMPARTMENT DOOR

NOTE: Weighing scale, capable of 4 kg (9 lb), accuracy: ± 1g (0.002 lb).

3. PRELIMINARY STEPS

- A. Gain access to the mechanic's servicing compartment through door (**MSD**).
- B. Remove the cartridges from the fire extinguisher to be weighed (Refer to **TASK 26-20-13-900-802**) for the engine fire extinguishers or (Refer to **TASK 26-20-13-900-803**) for the APU, baggage compartment and servicing compartment fire extinguishers).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- C. Remove the fire extinguisher to be weighed (Refer to [TASK 26-20-09-900-801](#)).

4. WEIGHING

Refer to **fig. 1**

- A. Weigh the fire extinguisher using a weighing scale (precision scales ± 1 g (± 0.002 lb)).
- B. Compare the measured value with the value indicated:
- on the identification plate for extinguisher (861630) or (863470-00),
 - on the placard for extinguisher (863470-01).

NOTE: The weight of the full fire extinguisher is defined as the weight of the extinguisher without the protective plugs and without the cartridges.

- C. Replace the fire extinguisher if its weight is 20 g (0.044 lb) lighter than the weight indicated:
- on the identification plate for extinguisher (861630) or (863470-00),
 - on the placard for extinguisher (863470-01).

5. FINAL STEPS

- A. Install the fire extinguishers (Refer to [TASK 26-20-09-900-801](#)).
- B. Install the cartridges (Refer to [TASK 26-20-13-900-802](#)) for the engine fire extinguishers or (Refer to [TASK 26-20-13-900-803](#)) for the APU, baggage compartment and servicing compartment fire extinguishers).



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

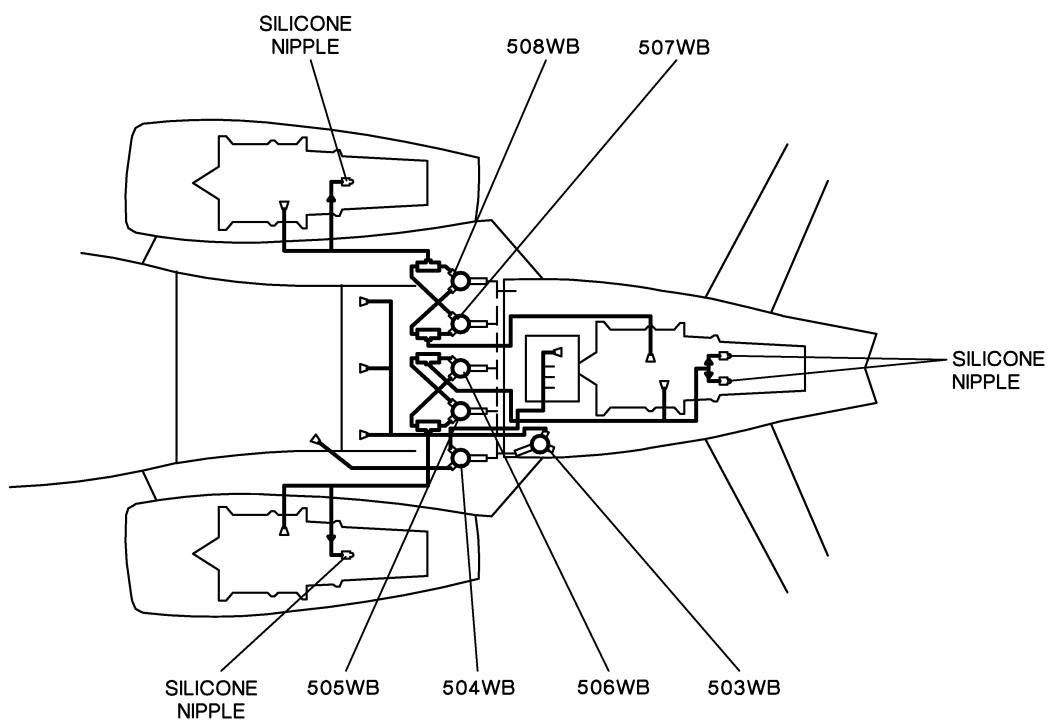


Figure 1: LOCATION OF THE FIRE EXTINGUISHERS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 26-20-09-350-801

RESTORATION OF THE FIRE EXTINGUISHERS (HYDROSTATIC TEST AND PRESSURE GAGE CALIBRATION)

1. OVERVIEW OF THE JOB

Operation codes:

- 26-20-09-350-801-01 APU, baggage compartment fire extinguisher ([504WB](#))
- 26-20-09-350-801-02 engine 1 first-shoot, engine 2 second-shoot fire extinguisher ([505WB](#))
- 26-20-09-350-801-03 engine 2 first-shoot, engine 1 second-shoot fire extinguisher ([506WB](#))
- 26-20-09-350-801-04 engine 3 first-shoot, engine 2 second-shoot fire extinguisher ([508WB](#))
- 26-20-09-350-801-05 engine 2 first-shoot, engine 3 second-shoot fire extinguisher ([507WB](#))
- 26-20-09-350-801-06 MSC fire extinguisher ([503WB](#))

The restoration of the fire extinguisher consists in:

- an overhaul of the fire extinguisher,
- an hydrostatic test of the fire extinguisher bottle.

For Removal/Installation of the fire extinguishers, refer to the AMM (Refer to [TASK 26-20-09-900-801](#)).

2. LOGISTICS

A. References

Reference

- [26-20-09-900-801](#)

Designation

REMOVAL / INSTALLATION OF THE FIRE EXTINGUISHERS

Project No: **BDHRN002**Job Card No **0074**

Notif.No.: 10049039

Activity: **1001**

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: **LUB Hstab Act Hinges/Jack Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 300**Access Required for this task:**

325AL,325AR,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069211 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: 27-40-01-640-802

Operator Code: 27-40-01-640-802-01

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.: **27.260**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>27-40-01-640-802- GREASING HORIZONTAL STABILIZER ACTUATOR HINGES
01 AND JACK SCREW**

REMARKS : _____

AMM 27-40-01-640-802

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 27-40-01-640-802

GREASING OF THE HORIZONTAL STABILIZER ACTUATOR HINGES AND JACK SCREW

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM OPERATIONS ON ACTIVE FLIGHT CONTROLS IF THE FOLLOWING INSTRUCTIONS ARE NOT OBSERVED:

- THE FLIGHT CONTROLS MANEUVERING SPACES MUST BE UNOBSTRUCTED,
- APPROPRIATE SAFETY FENCES AND WARNING LIGHTS MUST BE INSTALLED AROUND THE AIRCRAFT,
- THE PERSONNEL INSIDE THE FENCED AREA MUST BE AWARE OF THE ONGOING OPERATIONS AND OF THE ASSOCIATED HAZARDS.

1. OVERVIEW OF THE JOB

Operation code: 27-40-01-640-802-01 horizontal stabilizer electric actuator (**3CF**)

2. LOGISTICS

A. References

Reference	Designation
• <u>24-00-00-860-801</u>	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	
• <u>TO-20-947</u>	EMPENNAGE ACCESS PLATFORM	

C. Ingredients and Consumable Products

Designation	Additional designation
• <u>SYNTHETIC GREASE</u>	MIL-PRF-81322

D. Energy

- ELECTRICAL

E. Access

Reference	Designation
• <u>325AL</u>	FIN ROOT ACCESS DOOR
• <u>325AR</u>	FIN ROOT ACCESS DOOR
• <u>PAX</u>	PASSENGER DOOR

F. Miscellaneous

- SAFETY FENCES (LOCAL PROCUREMENT)
- WARNING LIGHTS (LOCAL PROCUREMENT)
- SPATULA (LOCAL PROCUREMENT)
- OR
- BRUSH (LOCAL PROCUREMENT)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Install the safety fences and the warning lights.
- B. Remove access doors (**325AL**) and (**325AR**).
- C. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").

4. GREASING OF HORIZONTAL STABILIZER ACTUATOR HINGE PINS

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

WARNING: PERSONNEL INJURIES CAN RESULT FROM ANY OPERATION ON FLIGHT CONTROL SYSTEM EQUIPMENT. ELECTRICAL POWER SUPPLY IS PROHIBITED WHEN GREASING THE HINGE PINS.

- A. Place a "DANGER, DO NOT OPERATE FLIGHT CONTROLS" placard in plain sight on the cockpit pedestal.
- B. Grease hinge pins (1) of horizontal stabilizer electric actuator (**3CF**) with **synthetic grease** through :
 - two grease nipples (5), one on each side of stirrup (4).
 - two elbow grease nipples (2) and (3), perpendicular to grease nipples (5) on stirrup (4).
- C. Remove the "DANGER, DO NOT OPERATE FLIGHT CONTROLS" placard from the cockpit pedestal.

5. GREASING OF HORIZONTAL STABILIZER ACTUATOR JACK SCREW

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

NOTE: This procedure requires two operators:

- One operator in the cockpit for actuating HS pilot or copilot dual rocker (**L8TB2**)/(**R8TB2**) on control wheel (**L8TB**)/(**R8TB**),
 - One operator for greasing HS actuator jack screw (6)
- A. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electric Ground Power Unit").
 - B. Command the full deflection of the HS to "nose-down" stop or "nose-up" stop, using HS pilot or copilot dual rocker (**L8TB2**)/(**R8TB2**).
 - C. Greasing of jack screw (6) (**fig. 2**, detail C)
 - (1) Open access cover plate (7) located below stirrup (4).
 - (2) Actuate the HS from an electrical stop to the next for point-by-point greasing, using HS pilot or copilot dual rocker (**L8TB2**)/(**R8TB2**).
 - (3) Grease jack screw (6) point-by-point with **synthetic grease** through greasing hole (8), using a spatula or a brush.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (4) Command the HS deflection to the take-off position, using HS pilot or copilot dual rocker (**L8TB2**)/(**R8TB2**).
 - (5) Read the HS take-off position on the "STAB" green sector (a) of trim position indicator (**2DQ**).
 - (6) Fill greasing hole (8) with **synthetic grease**.
 - (7) Close access cover plate (7).
- D. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-Energization with the Electric Ground Power Unit").

6. FINAL STEPS

Refer to **fig. 1**

- A. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electric Ground Power Unit").
- B. Install access doors (**325AL**) and (**325AR**).
- C. Remove the safety fences and the warning lights.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

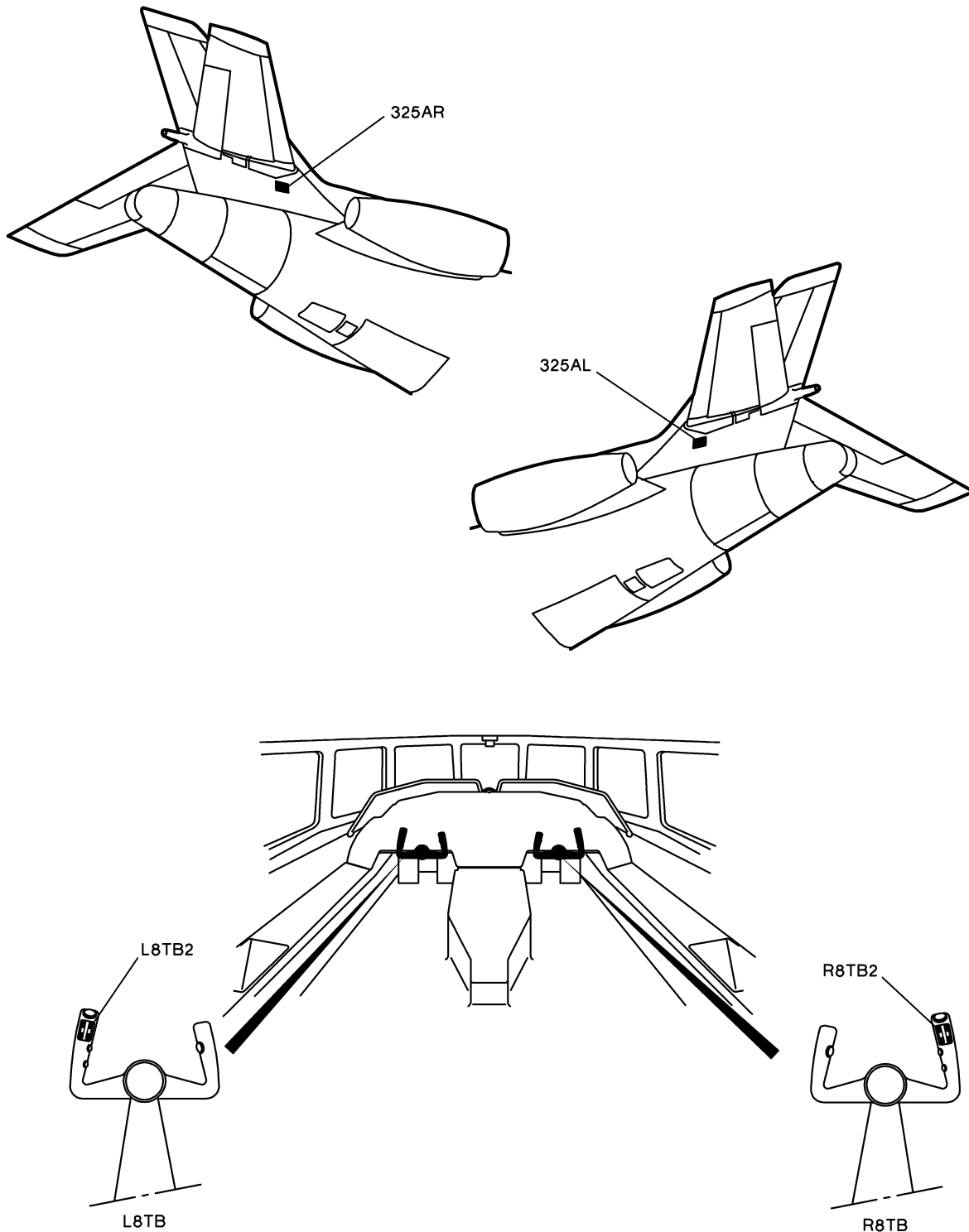


Figure 1: Location of doors, Controls and Indications

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

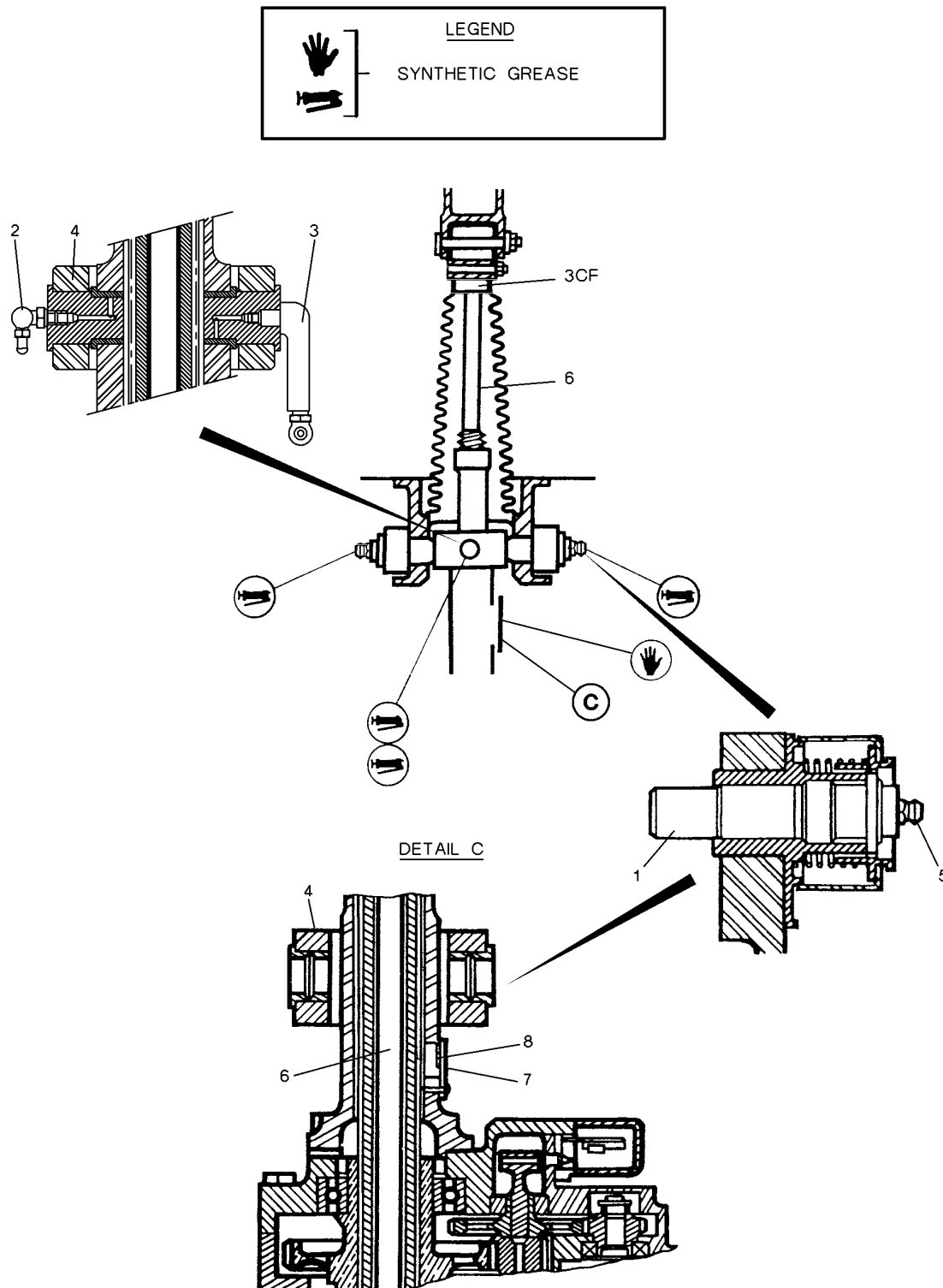


Figure 2: Location of Greasing Points

Project No: **BDHRN002**Job Card No **0075**

Notif.No.: 10049014

Activity: **1000**

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 Non-contamination Fuel**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 28

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 300**Access Required for this task:**

MSD

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069257 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: 28-00-00-280-801

Operator Code: 28-00-00-280-801-01

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.: **28.010**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>28-00-00-280-801- CHECK FOR NON-CONTAMINATION OF THE FUEL
01**

REMARKS : _____

NOTE: DUE MORE OFTEN IF NECESSARY.

AMM 28-00-00-280-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 28-00-00-280-801

CHECK FOR NON-CONTAMINATION OF THE FUEL

1. OVERVIEW OF THE JOB

Operation code: 28-00-00-280-801-01

Micro-organic contamination is due to the water present in the fuel tanks, hence the importance of draining the tanks at regular intervals. Tropical or equatorial climate is also an aggravating factor, and contamination may develop following refueling from a contaminated tanker.

This procedure is to be performed to detect fuel contamination in the fuel tanks.

The fuel sampling and contamination test must be performed for each of the 15 sump drain valves.

The fuel contamination test must be performed within 24 hours after fuel sampling, otherwise the results will be incorrect.

2. LOGISTICS

A. References

Reference	Designation
• 28-00-00-910-803	ANTI-CONTAMINATION TREATMENT OF FUEL SYSTEMS
• 28-30-00-680-802	DRAINING OF THE FUEL TANKS / FUEL SAMPLING
• 28-70-00-860-801	DE-PRESSURIZATION / PRESSURIZATION OF THE FUEL TANKS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• FGFB912001A4	FUEL TANK SUMP DRAINING TOOL	IOB
OR FGFB912001A5	FUEL TANK SUMP DRAINING TOOL	IOB

C. Ingredients and Consumable Products

Designation	Additional designation
• BACTERIAL TEST KIT	
• ISOPROPYL ALCOHOL	TT-I-735 A

D. Access

Reference	Designation
• MSD	SERVICING COMPARTMENT DOOR

E. Miscellaneous

- LINT-FREE CLOTH
- TRANSPARENT GRADUATED CONTAINER (1 LITER (0.26 US GAL) APPROX.)

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Leave the aircraft at a standstill for a minimum of five hours.
- B. De-pressurize the fuel tanks (Refer to [TASK 28-70-00-860-801](#), paragraph "De-pressurization of fuel tanks").

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- C. Gain access to the fuel tank sump draining tool (**FGFB912001A4**) stowed in the (**MSD**), and take it.
- D. If not previously done, drain the water from the fuel at each of the sump drain valves, as follows:

NOTE: To drain water from the fuel through the fuel tank sump drain valves, the best results are obtained after the aircraft has been at a standstill for at least five hours, before refueling and early in the morning (low temperature conditions).

- (1) Drain approximately 1 liter (0.26 US gal) of fuel, using the fuel tank sump draining tool (**FGFB912001A4**) (Refer to **TASK 28-30-00-680-802**, paragraph "Fuel Sampling").
 - (2) Pour the contents of the fuel tank sump draining tool (**FGFB912001A4**) into a transparent graduated container.
 - (3) Allow the fuel to settle for 10 minutes.
 - (4) Make sure that the quantity of water in the fuel is less than 1 %.
 - (5) If the quantity of water in the fuel is greater than 1 %, repeat the fuel sump draining procedure until the quantity of water is less than 1 % (Refer to **TASK 28-30-00-680-802**, paragraph "Fuel Sampling").
- E. Clean the fuel tank sump draining tool (**FGFB912001A4**) with a cloth moistened with **isopropyl alcohol**.

4. CONTAMINATION DETECTION TEST

Refer to **fig. 1**

- A. At each fuel tank sump drain valve, perform the following steps:
 - (1) Sample approximately 1 liter (0.26 US gal) of fuel, using the fuel tank sump draining tool (**FGFB912001A4**) (Refer to **TASK 28-30-00-680-802**, paragraph "Fuel Sampling").

CAUTION: THE FUEL CONTAMINATION TEST MUST BE PERFORMED WITHIN 24 HOURS AFTER FUEL SAMPLING, OTHERWISE THE RESULTS WILL BE INCORRECT.
 - (2) Perform a contamination detection test on the fuel sample (refer to the instructions in the **bacterial test kit**).
 - (3) If contamination is found:
 - (a) Empty the contents of the fuel tank sump draining tool (**FGFB912001A4**), then clean it with a cloth moistened with **isopropyl alcohol**.
 - (b) Perform again a fuel contamination detection test within 10 days.
 - (c) If contamination is confirmed, perform a fuel system contamination treatment (Refer to **TASK 28-00-00-910-803**).
 - (4) Empty the contents of the fuel tank sump draining tool (**FGFB912001A4**), then clean it with a cloth moistened with **isopropyl alcohol**.

5. FINAL STEPS

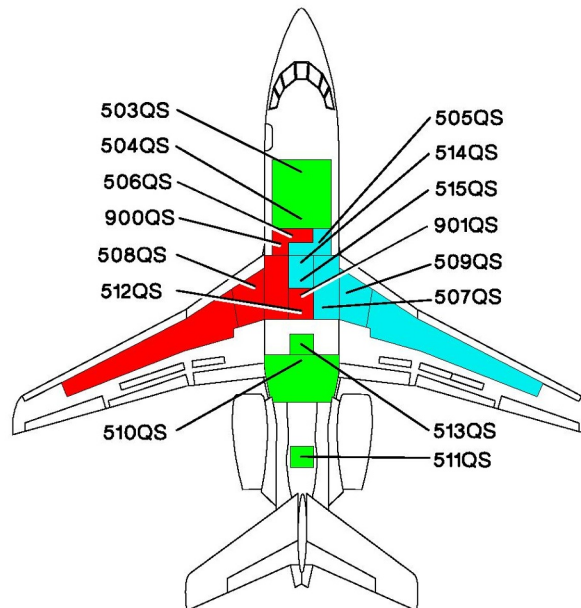
- A. Return and stow the fuel tank sump draining tool (**FGFB912001A4**) in the (**MSD**).



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

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

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



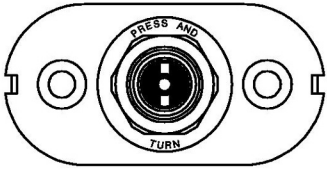
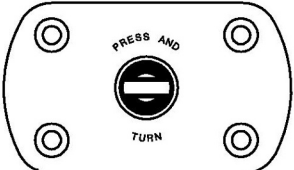
	KEY
504QS 505QS 506QS 507QS 510QS 511QS 512QS 513QS 514QS 515QS 900QS 901QS	FRONT TANK REAR SUMP DRAIN VALVE RH FRONT TANK SUMP DRAIN VALVE LH FRONT TANK SUMP DRAIN VALVE REAR RH CENTERWING TANK SUMP DRAIN VALVE REAR TANK SUMP DRAIN VALVE MECHANIC'S SERVICING COMPARTMENT TANK SUMP DRAIN VALVE LH FEEDER TANK SUMP DRAIN VALVE CENTER FEEDER TANK SUMP DRAIN VALVE FRONT RH CENTERWING TANK SUMP DRAIN VALVE RH FEEDER TANK SUMP DRAIN VALVE LH FRONT TANK SUMP DRAIN VALVE LH CENTERWING TANK SUMP DRAIN VALVE
	KEY
503QS 508QS 509QS	FRONT TANK FRONT SUMP DRAIN VALVE LH WING INBOARD TANK SUMP DRAIN VALVE RH WING INBOARD TANK SUMP DRAIN VALVE

Figure 1: Fuel Tank Sump Drain Valves - Location

Project No: **BDHRN002**Job Card No **0076**

Notif.No.: 10049069

Activity: **1002**

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: **GVI Mech Serv Compartment**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 53

Check Type: 1A+ Inspection

Work Center	
FALCON A/C	

Zone: 300**Access Required for this task:**

MSD,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069234 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: 53-50-00-210-804

Operator Code: 53-50-00-210-804-01

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.: **53-50-00-210-804-01C**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	27-OCT-2012						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

53-50-00-210-804-01 ☐ GENERAL VISUAL INSPECTION OF THE MECHANIC'S SERVICING COMPARTMENT

REMARKS : _____

AMM 53-50-00-210-804

>53-50-00-210-804-01C ☐ GENERAL VISUAL INSPECTION OF THE MECHANIC'S SERVICING COMPARTMENT
CPCP

REMARKS : _____

AMM 53-50-00-210-804

Operator: **HERON AVIATION**

Work Card No.: **53-50-00-210-804-01C**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

351AZ INTERNAL DOORS DOOR

53-50-00-210-804-01 GENERAL VISUAL INSPECTION OF THE MECHANIC'S SERVICING COMPARTMENT

AREA SUMMARIES

F7 MECHANIC'S SERVICING COMPARTMENT

53-50-00-210-804-01 GENERAL VISUAL INSPECTION OF THE MECHANIC'S SERVICING COMPARTMENT

SOURCE SUMMARIES

956 MPD 05-10-53 PAGE NO.:PAGE 4/5 REF: 53-50 T5 SECTION DATE: MAR 09/2012 2

53-50-00-210-804-01 GENERAL VISUAL INSPECTION OF THE MECHANIC'S SERVICING COMPARTMENT

956 MPD 05-15 ANNEX 1 PAGE NO.:1/2 REF: STANDARD AIRCRAFT BASELINE CPCP DATE: MAR 9/2012 2

53-50-00-210-804-01 GENERAL VISUAL INSPECTION OF THE MECHANIC'S SERVICING COMPARTMENT

C

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 53-50-00-210-804

GENERAL VISUAL INSPECTION OF THE MECHANIC'S SERVICING COMPARTMENT

**WARNING: PERSONNEL INJURIES CAN RESULT FROM OPERATIONS ON FLIGHT CONTROLS EVEN IN A NON-PRESSURIZED MODE.
HYDRAULIC AND ELECTRICAL POWER SUPPLIES ARE PROHIBITED WHEN CHECKING THE FLIGHT CONTROLS IN THIS AREA.**

CAUTION: ELECTRICAL AND HYDRAULIC POWER SUPPLIES ARE PROHIBITED.

1. OVERVIEW OF THE JOB

Operation code: 53-50-00-210-804-01

2. LOGISTICS

A. References

Reference	Designation
• <u>20-33-00-300-801</u>	LAGGING OF AIR CONDITIONING LINES
• <u>27-00-00-220-801</u>	VISUAL INSPECTION OF FLIGHT CONTROL HYDRAULIC COMPONENTS FOR EXTERNAL LEAKS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	
• <u>FGFB912001A4</u>	FUEL TANK SUMP DRAINING TOOL	
OR <u>FGFB912001A5</u>	FUEL TANK SUMP DRAINING TOOL	
• <u>TO-25-952</u>	VACUUM CLEANER	
• <u>DI1015</u>	TOOL SET FOR HYDRAULIC RESERVOIR FILLING	IOB

C. Ingredients and Consumable Products

Designation	Additional designation
• <u>SCOTCH BRITE</u>	MIL-A-9162
• <u>LOCKWIRE</u>	MS20995C32

D. Access

Reference	Designation
• <u>MSD</u>	SERVICING COMPARTMENT DOOR
• <u>PAX</u>	PASSENGER DOOR

E. Miscellaneous

- SAFETY PLACARD (LOCAL PROCUREMENT)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. PRELIMINARY STEP

- A. Place in evidence a "DANGER, DO NOT OPERATE FLIGHT CONTROLS" safety placard on the cockpit pedestal.

4. STRUCTURE

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

CAUTION: DETECTION OF A CRACK ENTAILS SYSTEMATIC REPAIR.
REPLACE ALL DEFECTIVE RIVETS.

- A. Check for:
- condition of paint,
 - corrosion on the structure, especially under the access doors,
 - loose or missing rivets,
 - scoring or cracks,
 - attachments and safetying,
 - integrity of the elements.
- B. Fuel tank (**fig. 1**):
- check lower and upper fittings (1),
 - check upper adjustable rods (2),
 - check bonding braids (3).
- C. Frame 30
- Check accessible structures at the back of bulkhead frame 30:
- junctions with stringers and skins,
 - pressure-sealed feedthroughs.
- D. LH and RH sides between frames 30 and 33
- Check accessible inner structures:
- skin and stringers,
 - junctions with frames 30, 31, 32, 33,
 - frames 31 and 32,
- E. Frame 33
- Check accessible structures at the front of bulkhead frame 33:
- junctions with stringers and skins,
 - pressure-sealed feedthroughs.
- F. Engine 2 air duct (**fig. 2**)
- Check the air duct section crossing the upper section of the compartment:
- the air duct itself (check for blisters or distortion on the air duct vault),
 - inspection door (**351AZ**) (condition, correct locking).
- G. Frame of access door (**MSD**)(**fig. 3**)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (1) Check the frame of the access door and the junctions with the structure.
- (2) Check the catch accommodating the latch.
- (3) Check draining of the compartment lower section.

5. AIR SYSTEMS

- A. At the upper section of frame 30
 - (1) Visually check condition of piping, lagging, couplings, installation and tightening of clamps.
 - (2) Any tear in the thermal lagging must be repaired (Refer to **TASK 20-33-00-300-801**).
- B. On each side between frames 30 and 33
 - (1) Visually check air ducts for condition, lagging, attachment, coupling and identification.
 - (2) Any tear in the thermal lagging must be repaired (Refer to **TASK 20-33-00-300-801**).
 - (3) Visually check all equipment items for condition, attachment and coupling.
- C. At upper section of frame 33
 - (1) Visually check condition of piping, lagging, attachments, couplings and identification.
 - (2) Any tear in the thermal lagging must be repaired (Refer to **TASK 20-33-00-300-801**).
 - (3) Visually check equipment items for condition, attachment and coupling.

6. ELECTRICAL AND LIGHTING SYSTEMS

Refer to **fig. 4** and **fig. 5**

- A. Check on all equipment items:
 - condition,
 - attachments and safetying,
 - correct connection of connectors,
 - condition and attachment of supports.
- B. Check the wiring for:
 - attachment and cleanliness,
 - physical changes, ageing, overheating marks, distortion, routing and markings,
 - clearance with respect to the surrounding structure, piping and equipment,
 - especially, check wiring routed in the vicinity of hot air ducts.
- C. Check on batteries (**L1PE**) and (**R1PE**) (**fig. 4**):
 - connector plugs,
 - draining and ventilation ducts,
 - battery fan (**4PE**) (condition, attachment and coupling).
- D. Check the lighting system (**fig. 5**)
 - (1) Check the two ceiling lights (**L4LH**) and (**R4LH**) for anomalies:

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- condition of protective grid,
 - lighting cover.
- (2) For A/C with M2518 or SB F900EX-44 , on the RH side of the rear compartment door frame, check spotlight (**21LH**) for anomalies:
- condition of protective cover,
 - lighting cover.

7. FUEL SYSTEM

Refer to **fig. 6**

- A. Check the system for leaks.
- B. Check piping for condition and attachment (correct tightening of clamps) and "WIGGINS" couplings for safetying.
- C. At frame 33, on the fuel pressurization system, check condition, attachment and coupling of all equipment items.
- D. Check for presence and correct attachment (1) of the fuel tank sumping tool (**FGFB912001A4**) or (**FGFB912001A5**) located under the fuel tank (**fig. 6**).

8. FIRE PROTECTION SYSTEM

Refer to **fig. 7**

- A. Check RH fire detector (**12WG**) and LH fire detector (**13WG**) for condition and attachment.
 - (1) Check the condition of the detector connecting lugs (no break, no incipient break). If protecting sleeves are fitted to the lugs, implement SB F900EX-080 .
 - (2) Check routing of the fire detection wiring. For aircraft without SB F900EX-166 , it is recommended to apply SB F900EX-166 .
- B. Check the fire extinguishers for condition and attachment (correct tightening of percussion head supply and grounding wires).
- C. Check the lines for any visible damage affecting design shape, connection, attachment and identification.
- D. Make sure that the three freon exhaust ports are not clogged.

9. FLIGHT CONTROL SYSTEM

- A. Check on all equipment items (LH side and RH side of rear compartment):
 - external condition,
 - attachments, tightening and safetying,
 - corrosion,
 - correct connection of connectors,
 - hydraulic leaks.

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NOTE: If traces of hydraulic fluid are found on the equipment, carry out a static and dynamic sealing test (Refer to **TASK 27-00-00-220-801**).

B. Check on all linkage components (LH side and RH side):

- attachments,
- external condition,
- corrosion,
- tightening of locknuts,
- safetying of hinge pins,
- swivelling links, presence of rod anti-swivel Teflon washers,
- side-play.

NOTE 1: If traces of corrosion are found on chromium-plated sliding parts, replace the affected item of equipment.

NOTE 2: Traces of corrosion on items of equipment can be removed with **scotch brite**.

C. Perform an overall check as follows:

- (1) Check for marks on the airframe structure which may be due to friction of a component during flight control deflection.
- (2) Check for a clearance with respect to surroundings:
 - absence of interference with wirings,
 - absence of interference with pipes,
 - absence of interference with other equipment items.

10. HYDRAULIC SYSTEMS

Refer to **fig. 8**

A. Check the piping for:

- condition,
- attachment,
- correct coupling,
- correct tightening,
- absence of interference with the structure,
- absence of interference with other pipes,
- absence of leaks.

B. Check all hydraulic equipment items and their supports for:

- condition,
- attachment and safetying,
- corrosion,
- leaks.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- C. Check stand-by electrical pump selector valve (**5ML**) for correct position (lever (2) set to "IN FLIGHT") and correct safetying of lever (2) (safety pin (1) for aircraft with SB F900EX-127 (**fig. 6**), or **lockwire** for aircraft without SB F900EX-127).
- D. Check for presence and correct attachment of the hydraulic reservoir filling device (**DI1015**) located on the LH side between frames 31 and 32.

11. FINAL STEPS

- A. Clean the mechanic's servicing compartment if required with a vacuum cleaner.
- B. Remove the "DANGER, DO NOT OPERATE FLIGHT CONTROLS" safety placard from the cockpit pedestal.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

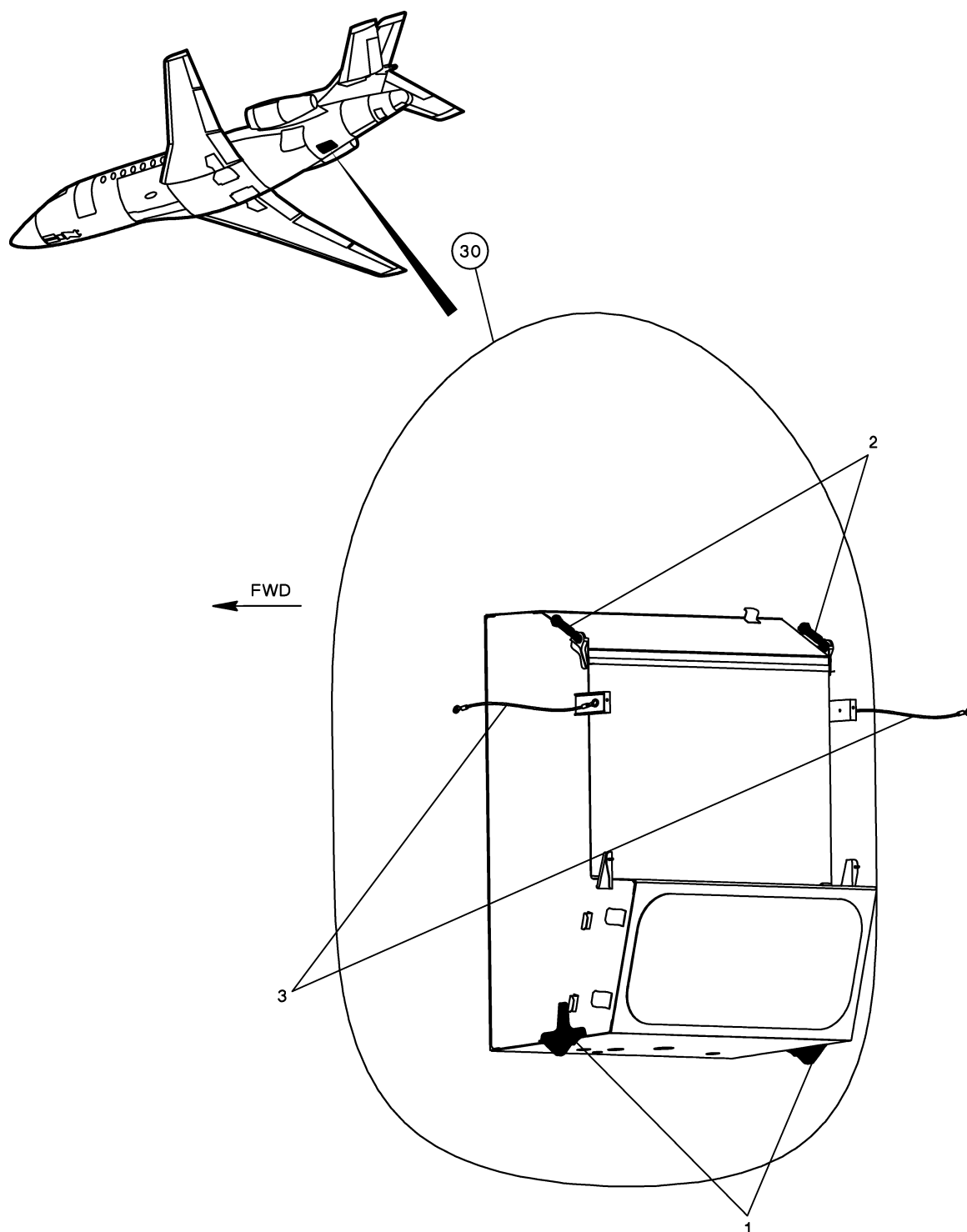


Figure 1: STRUCTURE - FUEL TANK

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

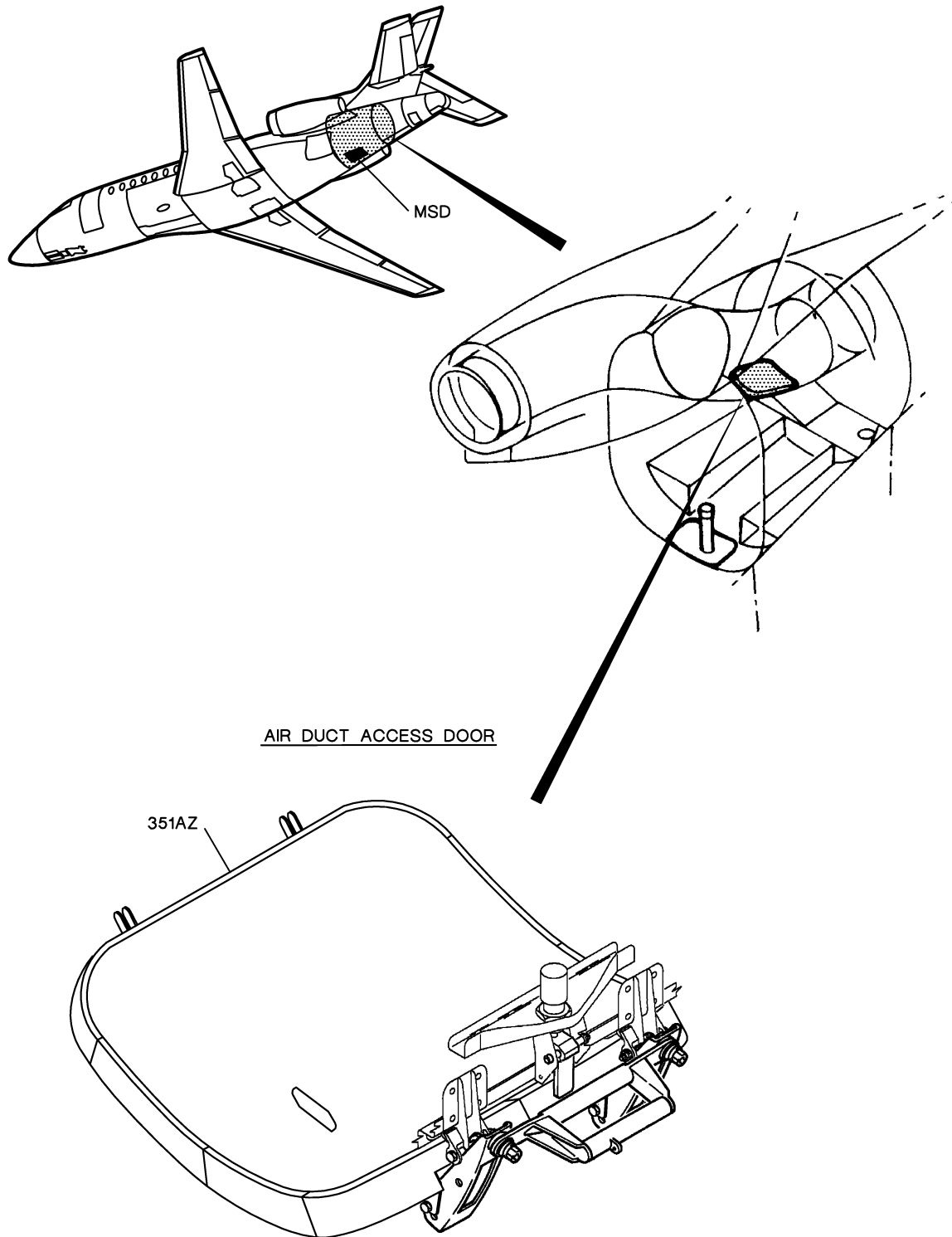


Figure 2: STRUCTURE - LOCATION OF DOOR

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

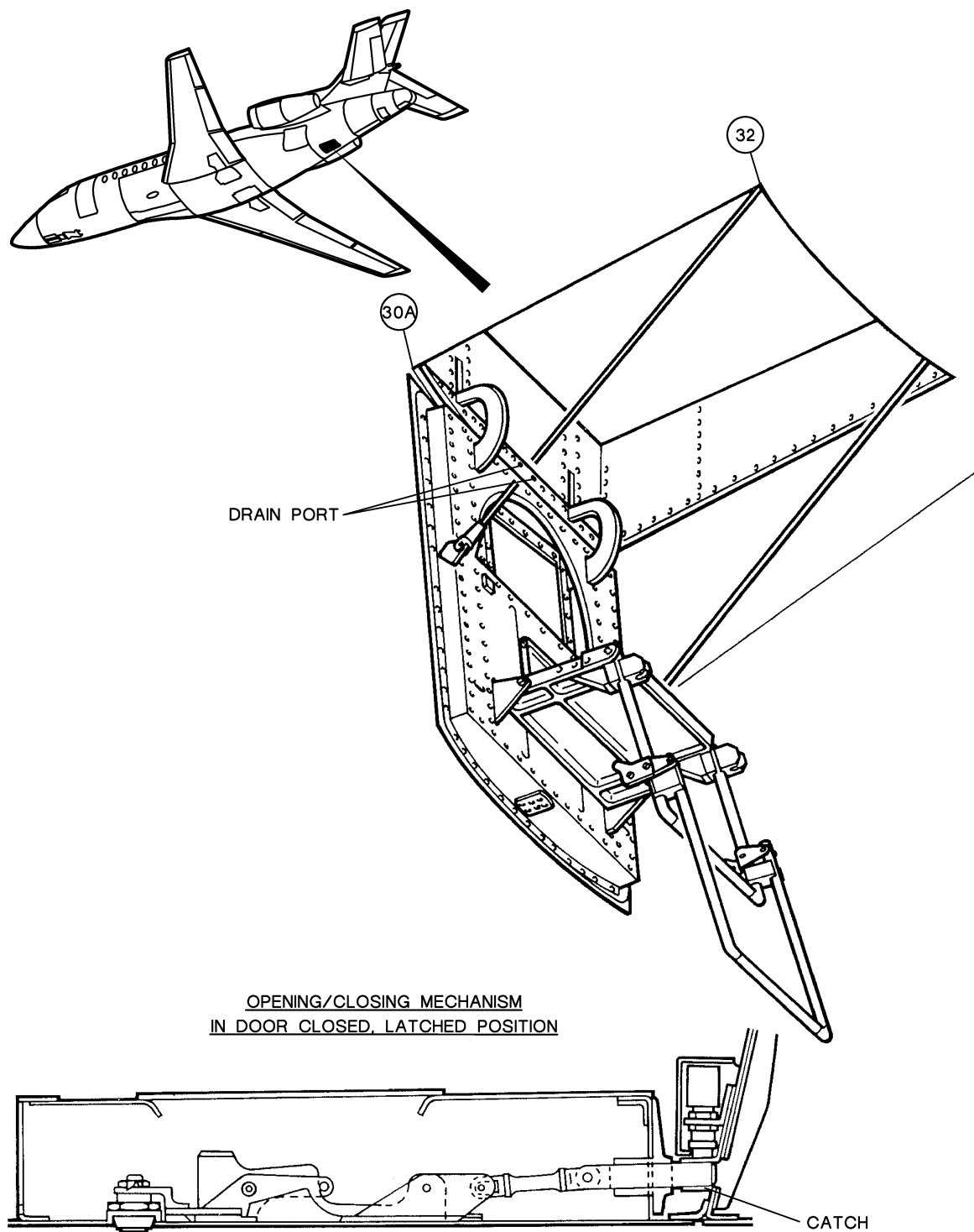


Figure 3: STRUCTURE - FRAME OF MSD DOOR

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

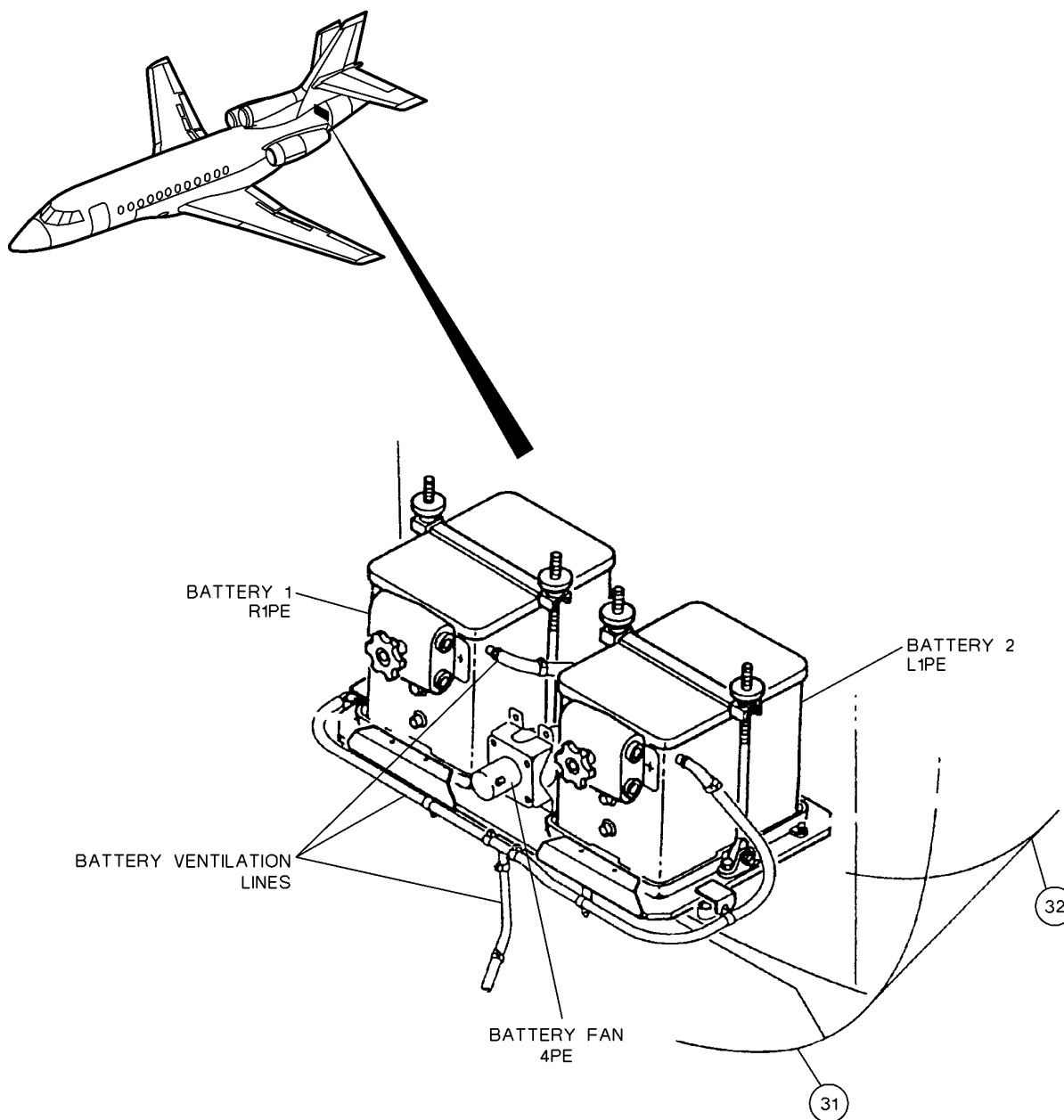


Figure 4: ELECTRICAL POWER - LOCATION OF EQUIPMENT

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

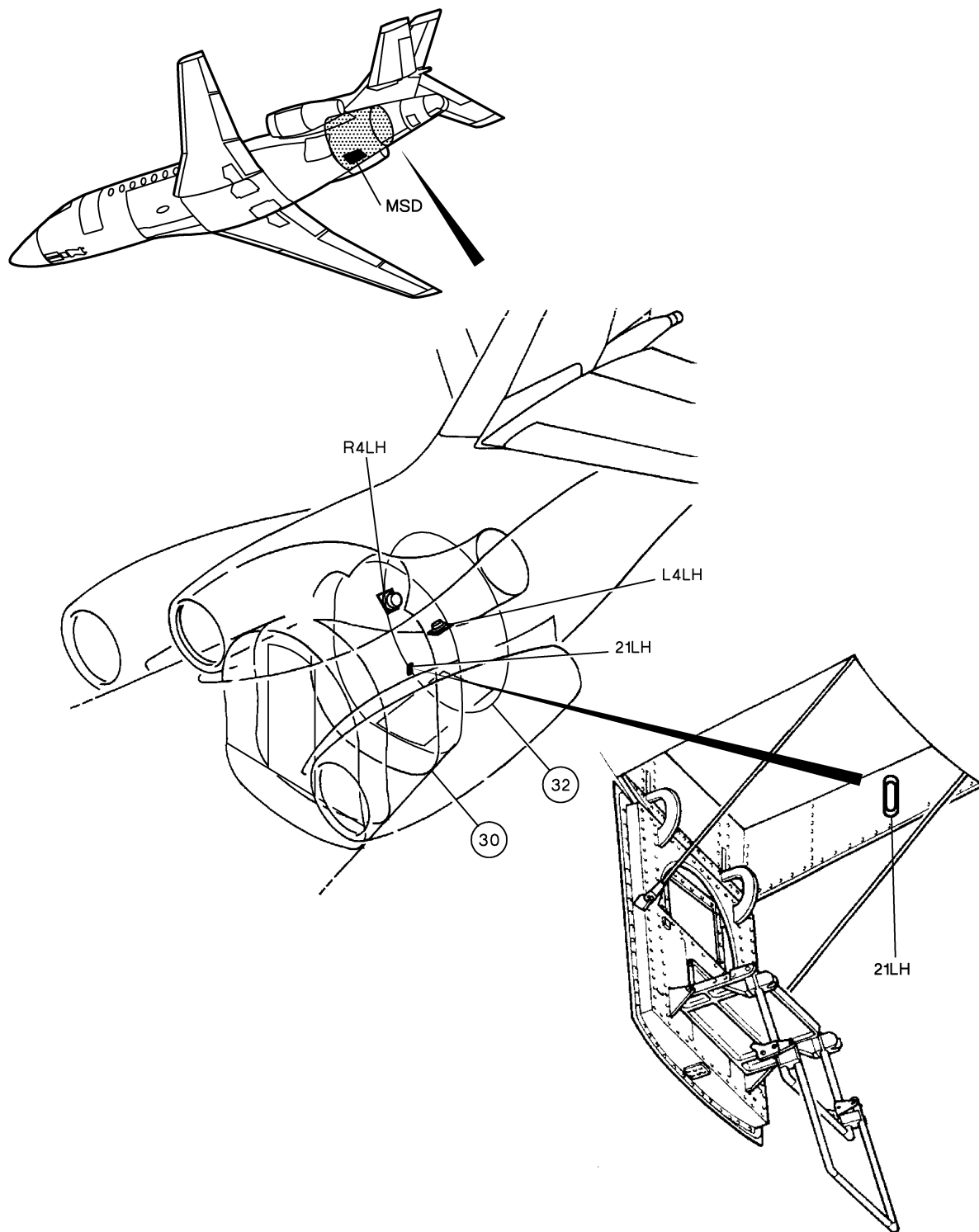


Figure 5: LIGHTING SYSTEM

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

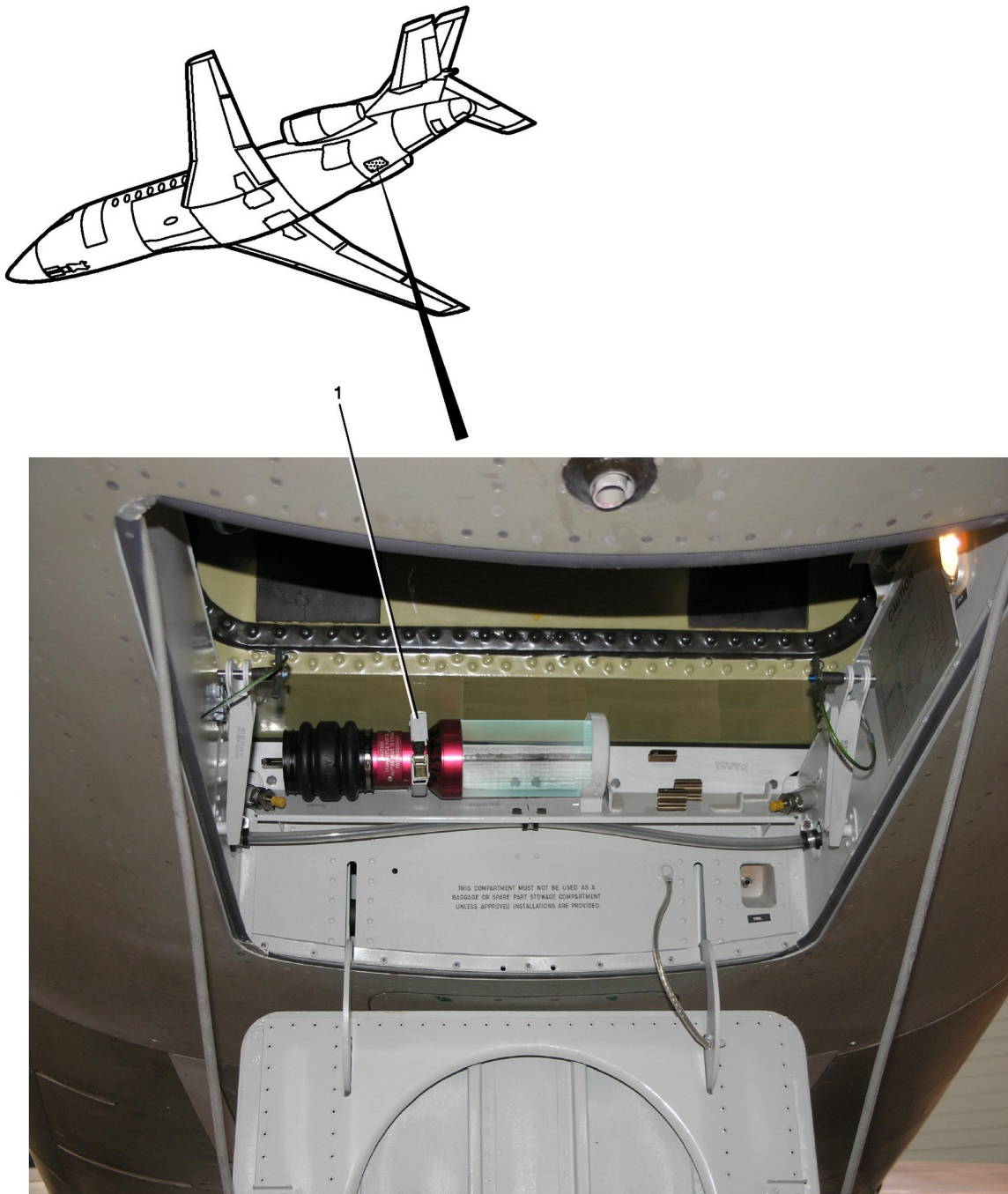


Figure 6: FUEL DRAINING BOTTLE

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

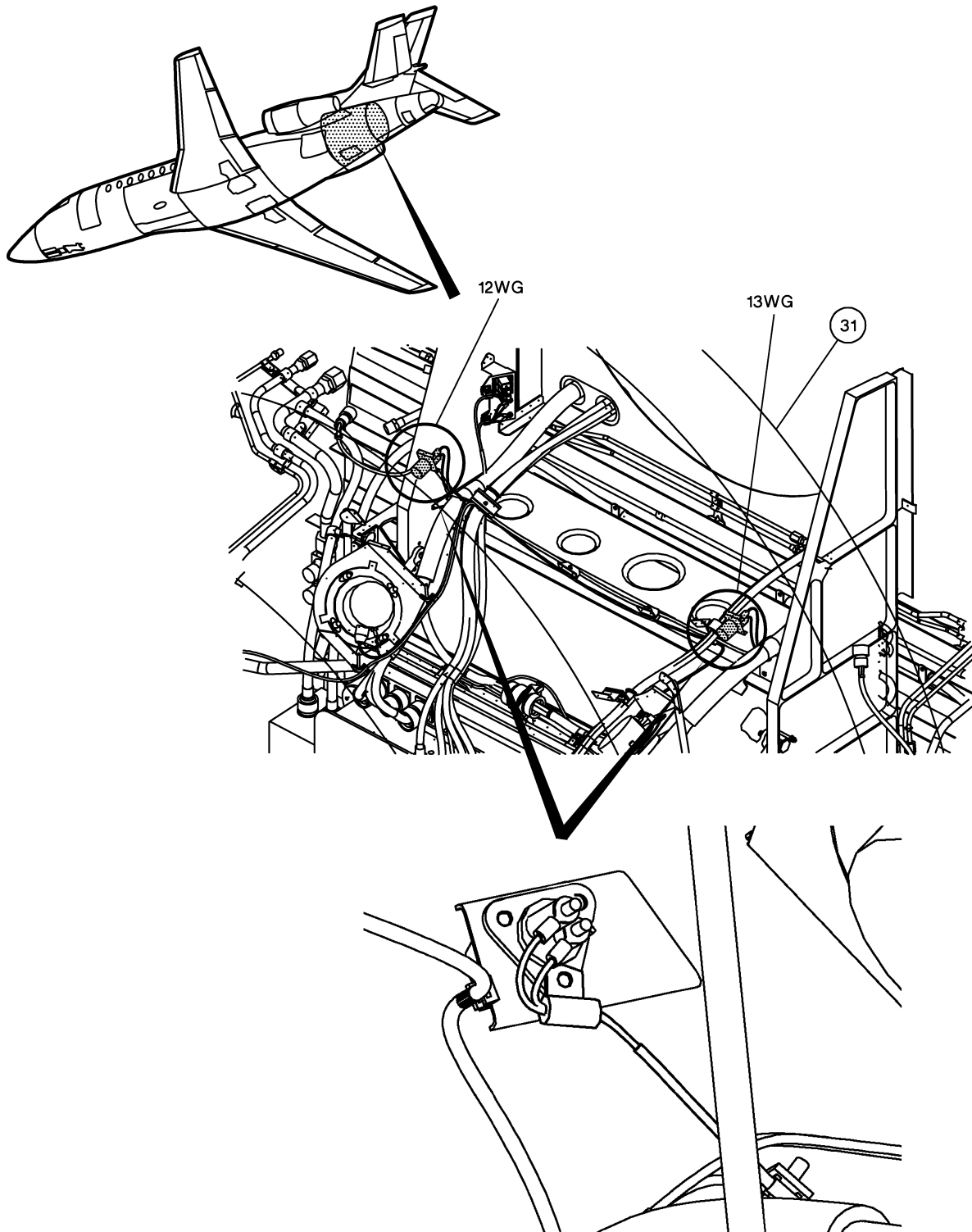


Figure 7: LOCATION OF DETECTORS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

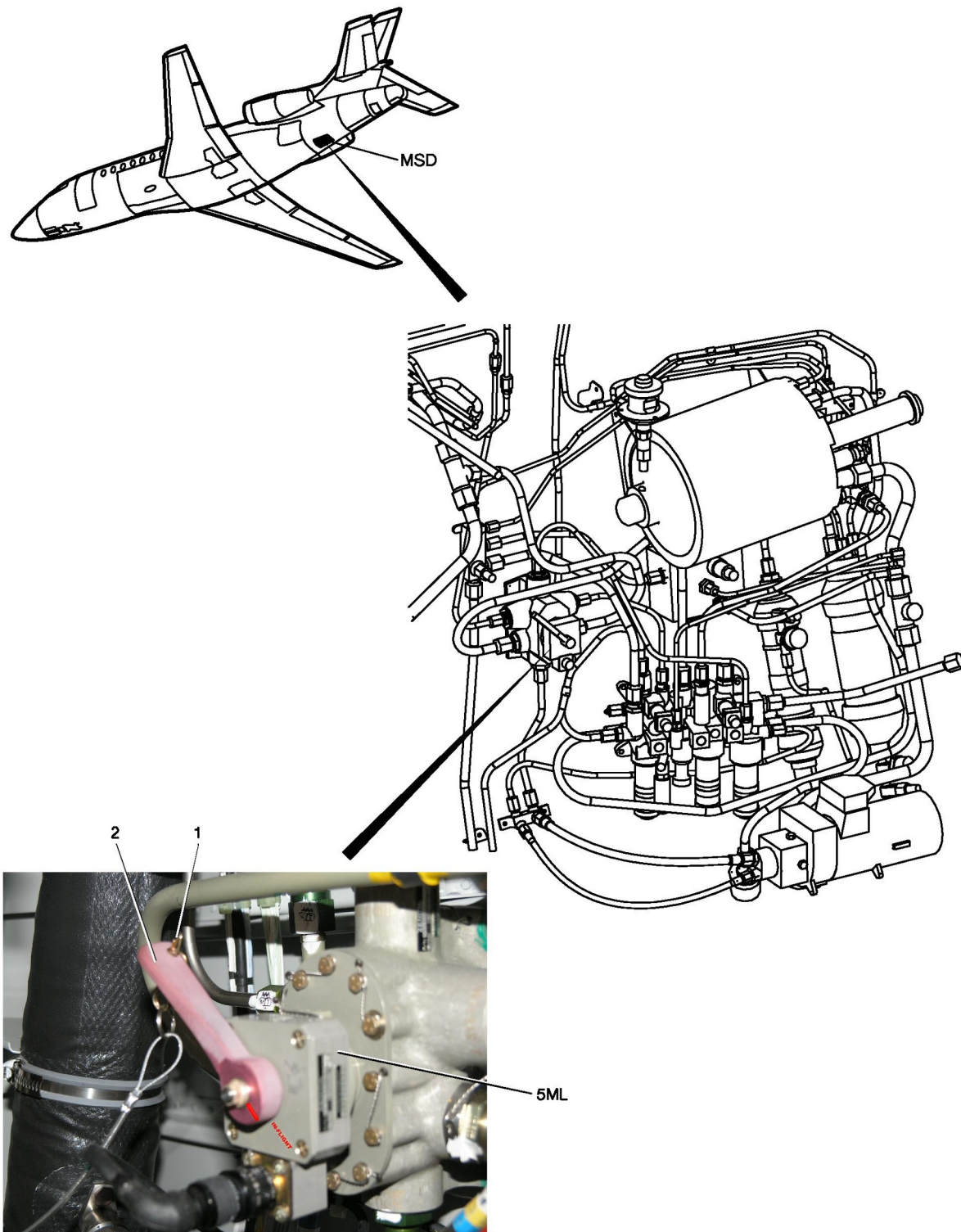


Figure 8: HYDRAULIC SYSTEM

Project No: **BDHRN002**Job Card No **0077**

Notif.No.: 10049248

Activity: **1053**

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: **GVI Mech Serv Compartment**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 53

Work Center	
FALCON A/C	

Zone: 300**Access Required for this task:**

MSD,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069233 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.

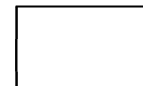
Defect Card Raised

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: 53-50-00-210-804

Operator Code: 53-50-00-210-804-01C

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0078**

Notif.No.: 10049021

Activity: **1000**

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: LUB H-stab Rear Hinge Pins

ETOPS A/C: No RVSM A/C: No Warranty: - ATA: 55

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 300

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069284 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.

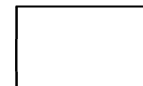
Defect Card Raised

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: 55-10-33-640-801

Operator Code: 55-10-33-640-801-01

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.: **27.255**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>55-10-33-640-801- LUBRICATION OF THE HORIZONTAL STABILIZER REAR
01 HINGE PINS**

REMARKS : _____

AMM 55-10-33-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 55-10-33-640-801

LUBRICATION OF THE HORIZONTAL STABILIZER REAR HINGE PINS

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM OPERATIONS ON ACTIVE FLIGHT CONTROLS IF THE FOLLOWING INSTRUCTIONS ARE NOT OBSERVED:

- THE FLIGHT CONTROLS MANEUVERING SPACES MUST BE UNOBSTRUCTED,
- APPROPRIATE SAFETY FENCES AND WARNING LIGHTS MUST BE INSTALLED AROUND THE AIRCRAFT,
- THE PERSONNEL INSIDE THE FENCED AREA MUST BE AWARE OF THE ONGOING OPERATIONS AND OF THE ASSOCIATED HAZARDS.

WARNING: HYDRAULIC AND ELECTRICAL POWER SUPPLIES ARE PROHIBITED WHILE GREASING/ LUBRICATING HORIZONTAL STABILIZER REAR PINS.

1. OVERVIEW OF THE JOB

Operation code: 55-10-33-640-801-01

2. LOGISTICS

A. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	
• <u>TO-20-947</u>	EMPENNAGE ACCESS PLATFORM	

B. Ingredients and Consumable Products

Designation	Additional designation
• <u>SYNTHETIC GREASE</u>	MIL-PRF-81322

3. LUBRICATION OF HINGES

Refer to **fig. 1**

- A. Using a grease gun filled with **synthetic grease**, inject grease via grease nipples (1) and (2) of horizontal stabilizer rear hinge pins.

NOTE: Two openings in the skin panels provide for access to grease nipples 1 and 2.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

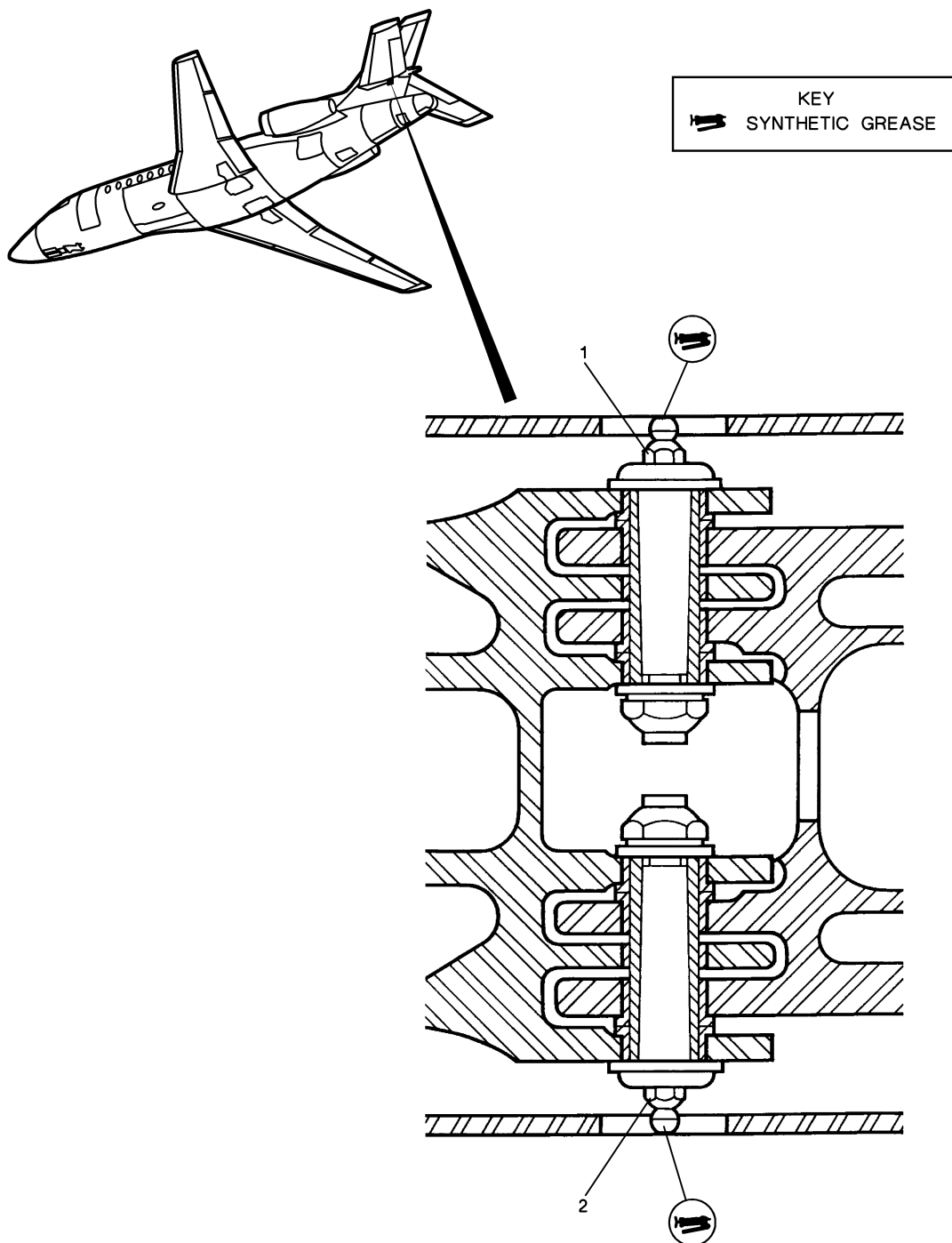


Figure 1: Greasing of Horizontal Stabilizer Rear Hinge Pins

Project No: **BDHRN002**Job Card No **0079**

Notif.No.: 10049022

Activity: **1000**

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: LUB Elevator Control Surface Hinges

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 55

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 300

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069285 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.

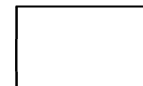
Defect Card Raised

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: 55-20-03-640-802

Operator Code: 55-20-03-640-802-01

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.: **27.180**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>55-20-03-640-802- LUBRICATION OF THE ELEVATOR CONTROL SURFACE HINGES
01**

REMARKS : _____

AMM 55-20-03-640-802

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 55-20-03-640-802

LUBRICATION OF THE ELEVATOR CONTROL SURFACE HINGES

WARNING: PERSONNEL INJURIES CAN RESULT FROM ANY OPERATION ON FLIGHT CONTROL SYSTEM EQUIPMENT. ELECTRICAL AND HYDRAULIC POWER SUPPLIES AND ACTUATION OF THE PILOT/COPILOT CONTROLS ARE PROHIBITED WHEN PERFORMING OPERATIONS ON CONTROL LINKAGE COMPONENTS.

WARNING: ALL SAFETY PRECAUTIONS MUST BE TAKEN WHEN PERFORMING OPERATIONS ON THE EMPENNAGE. THE APPROPRIATE PLATFORMS AND SAFETY EQUIPMENT MUST BE USED.

1. OVERVIEW OF THE JOB

Operation code: 55-20-03-640-802-01

2. LOGISTICS

A. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	
• <u>TO-20-947</u>	EMPENNAGE ACCESS PLATFORM	

B. Ingredients and Consumable Products

Designation	Additional designation
• <u>LUBRICATING OIL</u>	

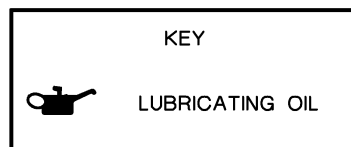
3. LUBRICATION OF HINGES

Refer to **fig. 1**

- A. With **lubricating oil**, lubricate the parts indicated on figure.

NOTE: Each elevator must be manually operated on both sides of deflection in order to gain access to the hinges to be lubricated.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTE : LH STABILIZER ONLY IS ILLUSTRATED
(SAME FOR RH STABILIZER)

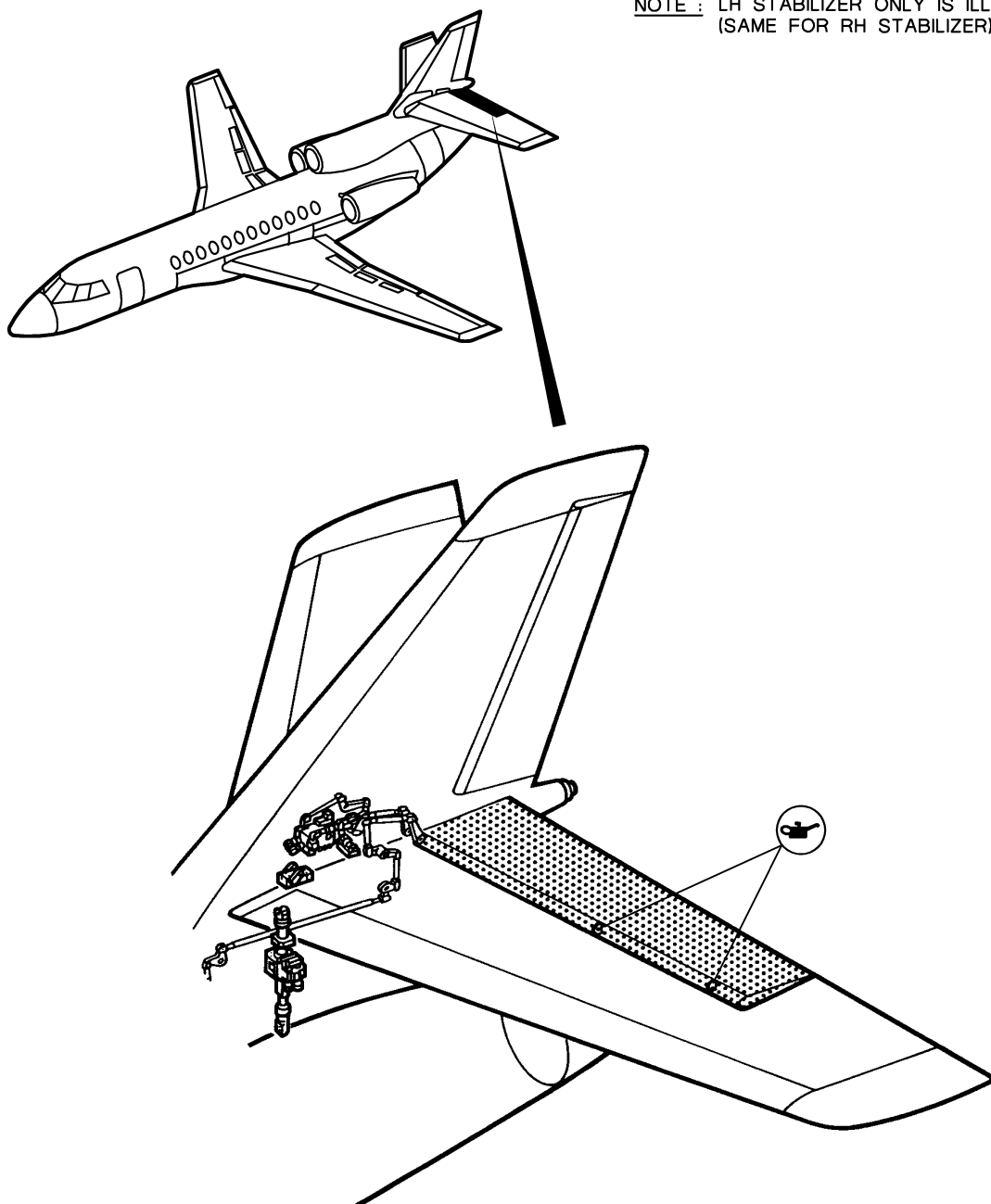


Figure 1: Lubrication of Elevator Hinges

Project No: **BDHRN002**Job Card No **0080**

Notif.No.: 10049023

Activity: **1000**

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: **LUB Rudder Control Surface Hinges**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 55

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 300

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069287 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.

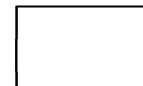
Defect Card Raised

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: 55-40-05-640-802

Operator Code: 55-40-05-640-802-01

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.: **27.155**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>55-40-05-640-802- LUBRICATION OF THE RUDDER CONTROL SURFACE HINGES
01**

REMARKS : _____

AMM 55-40-05-640-802

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 55-40-05-640-802

LUBRICATION OF THE RUDDER CONTROL SURFACE HINGES

WARNING: PERSONNEL INJURIES CAN RESULT FROM ANY OPERATION ON FLIGHT CONTROL SYSTEM EQUIPMENT. ELECTRICAL AND HYDRAULIC POWER SUPPLIES AND ACTUATION OF THE YAW PEDALS ARE PROHIBITED WHILE GREASING OR LUBRICATING ON YAW CONTROL COMPONENTS.

1. OVERVIEW OF THE JOB

Operation code: 55-40-05-640-802-01

2. LOGISTICS

A. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>TO-20-947</u>	EMPENNAGE ACCESS PLATFORM	

B. Ingredients and Consumable Products

Designation	Additional designation
• <u>LUBRICATING OIL</u>	

3. LUBRICATION OF HINGES

Refer to **fig. 1**

- A. With lubricating oil, lubricate the parts indicated on figure.

NOTE: The rudder must be manually operated on both sides of deflection in order to gain access to the hinges to be lubricated.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

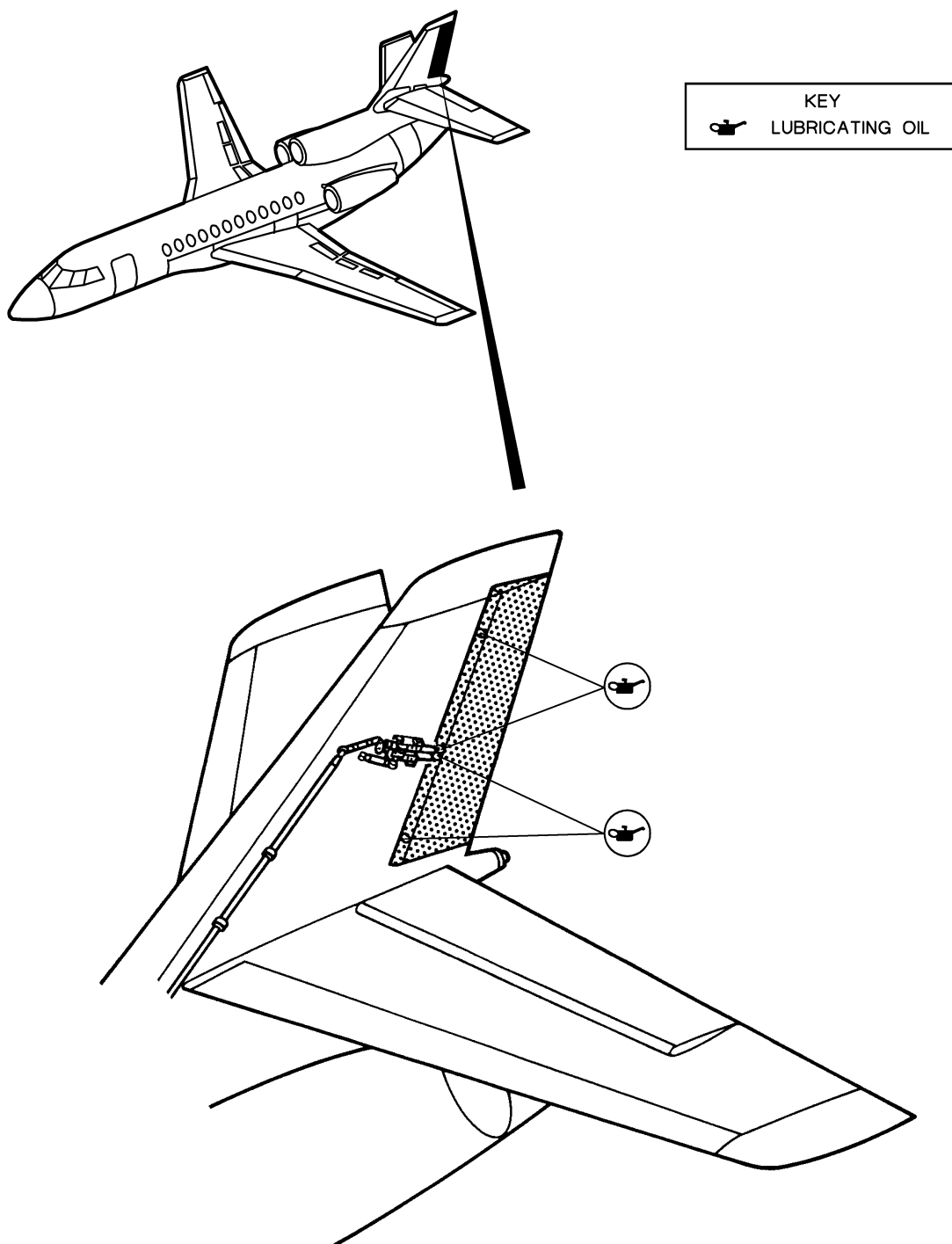


Figure 1: Lubrication of Rudder Hinges

Project No: **BDHRN002**Job Card No **0081**

Notif.No.: 10049052

Activity: **1001**

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: LUB Elevator Control Bearings & U-joints

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 55

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 300**Access Required for this task:**

323H,335AL,345AR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.				 Order: 80069286 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: 55-20-05-640-801

Operator Code: 55-20-05-640-801-01

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.: **27.265**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>55-20-05-640-801- LUBRICATION OF THE ELEVATOR CONTROL BEARINGS AND UJOINTS

REMARKS : _____

AMM 55-20-05-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 55-20-05-640-801

LUBRICATION OF THE ELEVATOR CONTROL BEARINGS AND U-JOINTS

**WARNING: ELECTRICAL AND HYDRAULIC POWER SUPPLY PROHIBITED.
COMPLY WITH THE SAFETY MEASURES APPLYING TO THE OPERATIONS PERFORMED ON
FLIGHT CONTROLS. DO NOT ACTUATE THE HORIZONTAL STABILIZER AND/OR THE
ELEVATORS.**

1. OVERVIEW OF THE JOB

Operation code: 55-20-05-640-801-01

2. LOGISTICS

A. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	
• <u>TO-20-947</u>	EMPENNAGE ACCESS PLATFORM	

B. Ingredients and Consumable Products

Designation	Additional designation
• <u>SYNTHETIC GREASE</u>	MIL-PRF-81322

C. Access

Reference	Designation
• <u>323H</u>	REAR LIGHT CONE FAIRING
• <u>335AL</u>	ELEVATOR INBOARD HINGE ACCESS DOOR
• <u>345AR</u>	ELEVATOR INBOARD HINGE ACCESS DOOR

3. PRELIMINARY STEPS

A. Remove access doors (**323H**), (**335AL**), (**345AR**).

4. GREASING AND LUBRICATION

Refer to **fig. 1**

A. Lubricate the referenced items using type of lubricant and lubricating procedure as specified in figure.

5. FINAL STEPS

A. Install access doors (**323H**), (**335AL**), (**345AR**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

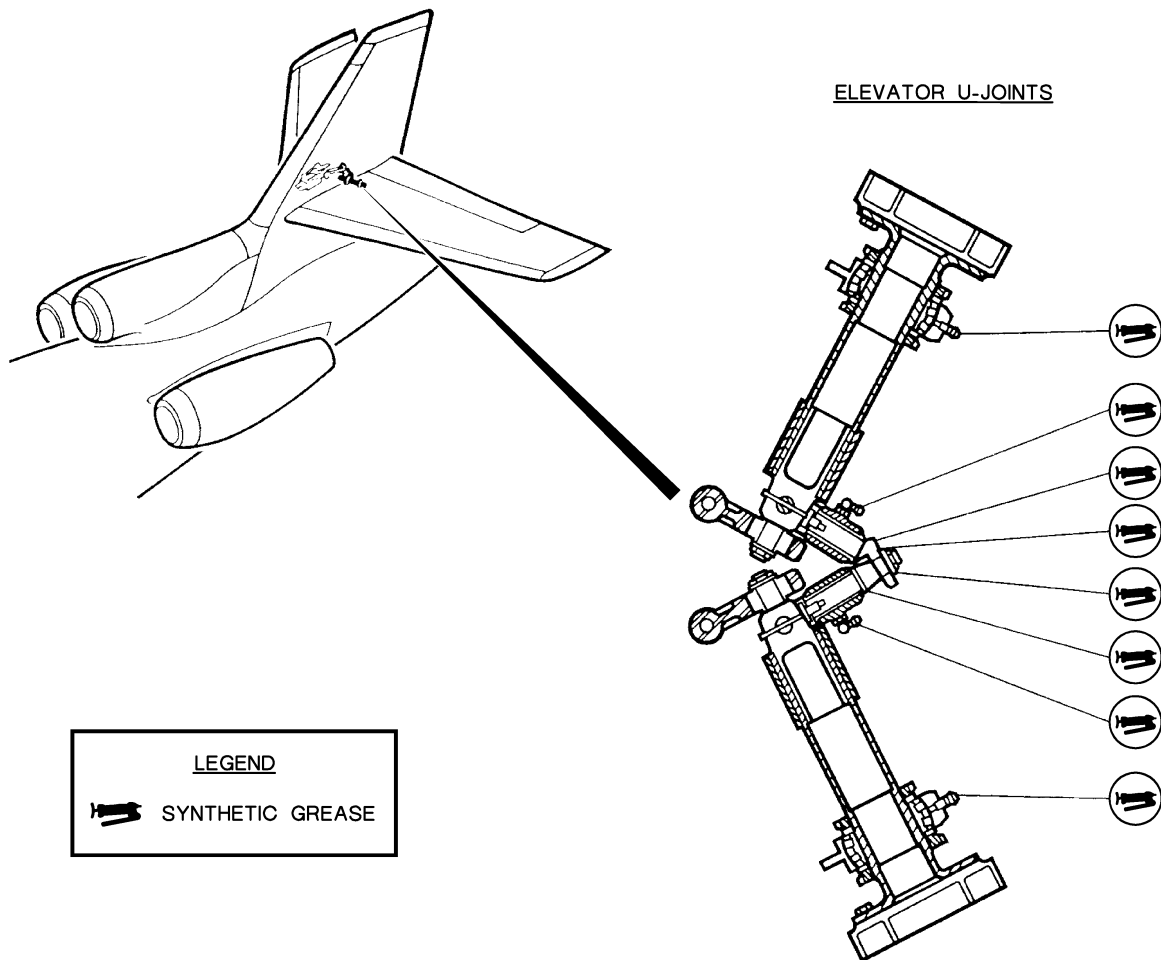


Figure 1: Location of Grease Nipples

Project No: **BDHRN002**Job Card No **0082**

Notif.No.: 10049026

Activity: **1000**

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: LUB Thrust Reverser Door Hinge Bolts

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 78

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 300**Access Required for this task:**

454CT,454EB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069293 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: 78-31-00-640-802-01

Operator Code: 78-31-00-640-802-01

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.: **78.030**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>78-31-00-640-802- GREASING OF THE THRUST REVERSER DOOR HINGE BOLTS
01**

REMARKS : _____

AMM 78-31-00-640-802

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 78-31-00-640-802

GREASING OF THE THRUST REVERSER DOOR HINGE BOLTS

1. OVERVIEW OF THE JOB

Operation code: 78-31-00-640-802-01

NOTE: This operation can have different periodicities, depending on the door hinge bolt P/N installed on your A/C (non-plated or chromium-plated). Refer to the Maintenance Planning Document (MPD) to know the correct periodicity.

This procedure describes the operations to be performed to grease the hinge bolts of the thrust reverser clamshell doors.

In standard configuration, the bolts are lubricated one by one, without removing the thrust reverser clamshell doors.

If the thrust reverser clamshell doors are removed for another maintenance operation, the four bolts can be simultaneously lubricated.

Chromium-plated bolts ([NAS6307C22D](#)) and ([NAS6307C23D](#)) installed on the upper and lower hinges of the TR doors must be identified with the letter "C" engraved or painted in red on the bolt heads.

This marking must be made in the following two cases:

- when installing a chromium-plated bolt,
- during a lubricating operation if the bolt already installed is a chromium-plated bolt (the stem of the bolt is shiny).

It is recommended to install chromium-plated bolts ([NAS6307C22D](#)) on the upper hinge of the TR doors, and bolts ([NAS6307C23D](#)) on the lower hinge of the TR doors, to prevent seizing.

2. LOGISTICS

A. References

Reference	Designation
• 78-30-00-910-802	DEPLOYMENT / STOWING OF THE THRUST REVERSER
◆	

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• P-D-680B	WHITE SPIRIT
• HIGH TEMPERATURE LUBRICANT MIL-PRF-5544	
OR HIGH TEMPERATURE LUBRICANT MIL-PRF-907	

D. Additional Spare Parts

Reference	Designation	Quantity
• NAS6307C22D	BOLT	2

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

• [NAS6307C23D](#)

BOLT

2

E. Access

Reference

• [454CT](#)

• [454EB](#)

Designation

THRUST-REVERSER UPPER FAIRING

THRUST-REVERSER LOWER FAIRING

F. Miscellaneous

- LOW-PRESSURE SOURCE OF AIR (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS



- A. If the thrust reverser clamshell doors are not removed, deploy and immobilize the thrust reverser (Refer to [TASK 78-30-00-910-802](#), paragraph "De-pressurization of Thrust Reverser Accumulator ([190KR](#))").
- B. Remove fairings ([454EB](#)), ([454CT](#)) from the upper and lower hydraulic primary actuators ([202KR1](#))/([202KR2](#)).

4. LUBRICATION

Refer to **fig. 1**

- A. Remove one hinge bolt from the thrust reverser clamshell doors, recording its position.
- B. Clean the hinge bolt using [P-D-680B](#), then blow it dry with compressed air.
- C. Apply a film of [high temperature lubricant MIL-PRF-5544](#) or [high temperature lubricant MIL-PRF-907](#) to the hinge bolt.
- D. Re-install the hinge bolt in position.

NOTE: When installing an upper / lower door hinge bolt, make sure to install it at its location, recorded on removal.
- E. Repeat this operation for the three other hinge bolts.

5. FINAL STEPS



- A. If the thrust reverser clamshell doors are not removed, stow the thrust reverser (Refer to [TASK 78-30-00-910-802](#), paragraph "Thrust Reverser Stowing after De-pressurization of Thrust Reverser Accumulator ([190KR](#))").
- B. Install fairings ([454EB](#)), ([454CT](#)) on the upper and lower hydraulic primary actuators ([202KR1](#))/([202KR2](#)).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

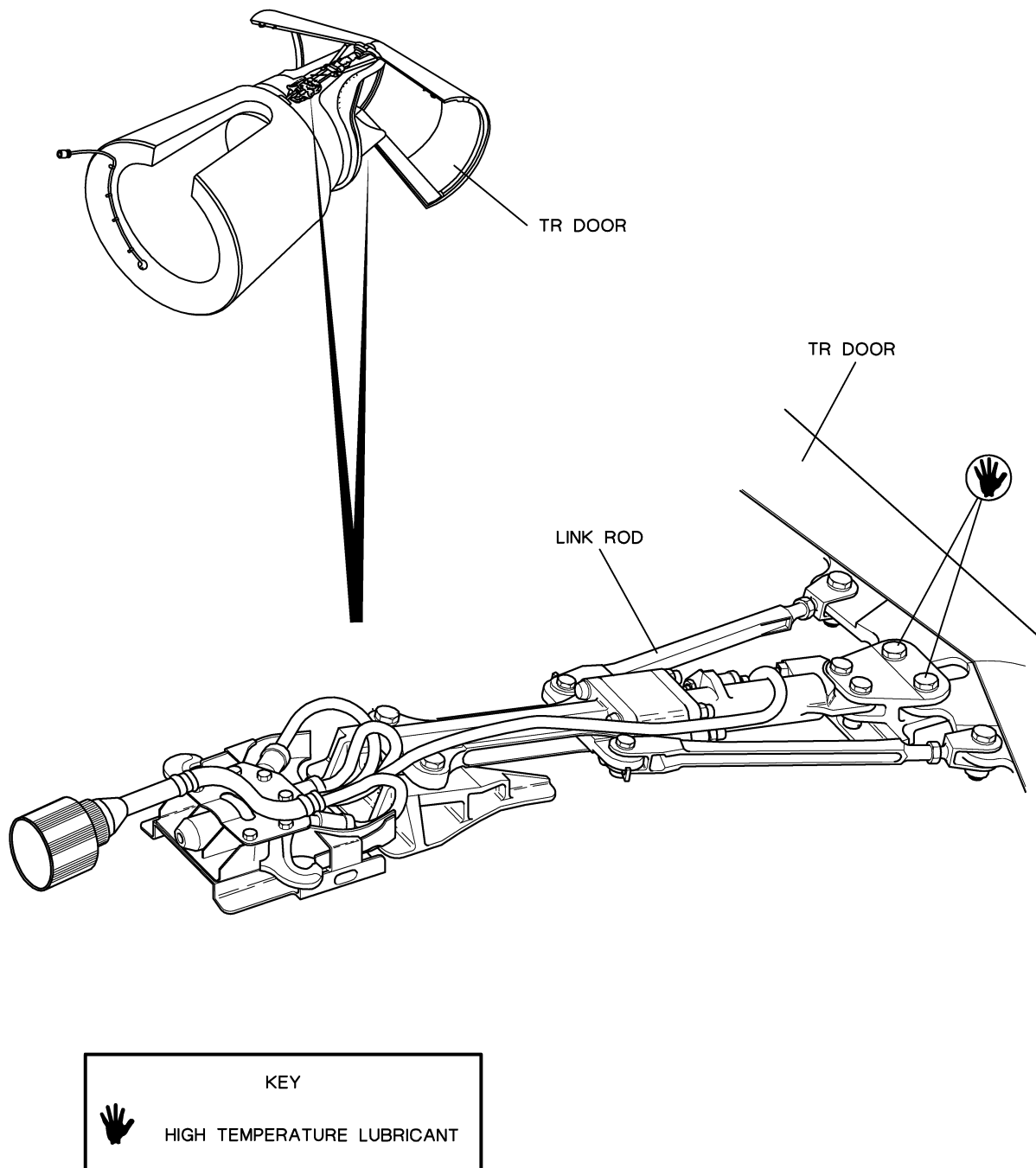


Figure 1: GREASING OF THRUST REVERSER DOOR HINGE BOLTS

Project No: **BDHRN002**Job Card No **0083**

Notif.No.: 10049049

Activity: **1001**

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: **SERV Engine Cowlings**

ETOPS A/C: No RVSM A/C: No Warranty: - ATA: 54

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 300,400**Access Required for this task:**

413AB,414AT,423AB,424AT,455AL,456AR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069281 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: 54-11-00-610-801

Operator Code: 54-11-00-610-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0084**

Notif.No.: 10049050

Activity: **1001**

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: **SERV Engine Cowlings**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 54

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 300,400**Access Required for this task:**

455AL,456AR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069289 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.

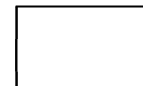
Defect Card Raised

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: 54-11-00-610-801

Operator Code: 54-11-00-610-801-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0085**

Notif.No.: 10049051

Activity: **1001**

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: **SERV Engine Cowlings**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 54

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 300,400**Access Required for this task:**

423AB,424AT

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069290 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: 54-11-00-610-801

Operator Code: 54-11-00-610-801-03

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.: 54.040
Serial No.: 096	Model: FALCON 900EX	PKG # 2 2A INSPECTION
Reg No.: D-AHRN		Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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**>54-11-00-610-801- SERVICING OF THE NO. 1 ENGINE COWLINGS
01**

REMARKS : _____

AMM 54-11-00-610-801

**>54-11-00-610-801- SERVICING OF THE NO. 2 ENGINE COWLINGS
02**

REMARKS : _____

AMM 54-11-00-610-801

**>54-11-00-610-801- SERVICING OF THE NO. 3 ENGINE COWLINGS
03**

REMARKS : _____

AMM 54-11-00-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 54-11-00-610-801 SERVICING OF THE ENGINE COWLINGS

1. OVERVIEW OF THE JOB

Operation codes:

- 54-11-00-610-801-01 engine 1 (**L4EZ**)
- 54-11-00-610-801-02 engine 2 (**M4EZ**)
- 54-11-00-610-801-03 engine 3 (**R4EZ**)

2. LOGISTICS

A. References

Reference	Designation
• 54-11-01-900-802	REMOVAL / INSTALLATION OF THE ENGINE 1 AND 3 UPPER AND LOWER COWLINGS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• LUBRICATING OIL	MIL-L-6529

D. Access

Reference	Designation
• 413AB	ENGINE 1 LOWER COWLING
• 414AT	ENGINE 1 UPPER COWLING
• 423AB	ENGINE 3 LOWER COWLING
• 424AT	ENGINE 3 UPPER COWLING
• 455AL	ENGINE 2 LH COWLING
• 456AR	ENGINE 2 RH COWLING

E. Miscellaneous

- STEPLADDER (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

- A. Remove engines 1 and 3 upper cowlings (**414AT**)/(**424AT**) and lower cowlings (**413AB**)/(**423AB**) (Refer to **TASK 54-11-01-900-802**).
- B. Open engine 2 LH cowling (**455AL**) and RH cowling (**456AR**) and position cowling supporting props.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. LUBRICATION

A. Engines 1 and 3 cowlings

(1) On upper cowlings, lubricate with **lubricating oil**:

- latches, including pawl,
- both link-rod pins,
- latch pin and springs.

(2) On lower cowlings, lubricate with **lubricating oil**:

- swan neck rings,
- both cowling supporting prop pins,
- ball lock pins,
- latches,
- pip pins,
- locking systems.

B. Engine 2 cowlings

(1) Lubricate with **lubricating oil**:

- LH cowling (**455AL**) latches,
- cowling hinge pins,
- cowling supporting prop pins.

(2) Check absence of interference between the swan neck hook of cowling (**455AL**) and the wiring of HP bleed air electric valve (**M27HU**).

5. FINAL STEPS

A. Close engine 2 LH cowling (**455AL**) and RH cowling (**456AR**).

B. Install engines 1 and 3 upper cowlings (**414AT**)/(**424AT**) and lower cowlings (**413AB**)/(**423AB**) (Refer to **TASK 54-11-01-900-802**).

Project No: **BDHRN002**Job Card No **0086**

Notif.No.: 10049114

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: **GVI APU Area**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 53

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 400**Access Required for this task:**

455AL,456AR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069235 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.

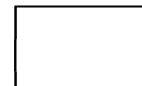
Defect Card Raised

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: 53-50-00-210-807

Operator Code: 53-50-00-210-807-01

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.: **53.090**

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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**>53-50-00-210-807- GENERAL VISUAL INSPECTION OF THE APU AREA
01**

REMARKS : _____

AMM 53-50-00-210-807

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 53-50-00-210-807 GENERAL VISUAL INSPECTION OF THE APU AREA

1. OVERVIEW OF THE JOB

Operation code: 53-50-00-210-807-01

2. LOGISTICS

A. References

Reference	Designation
• 20-60-00-370-814	APPLICATION OF RENEWABLE ANTI-CORROSION PROTECTION PRODUCTS
• 54-11-09-900-801	REMOVAL / INSTALLATION OF THE ENGINE 2 COWLINGS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• P-D-680B	WHITE SPIRIT
• TEMPORARY PROTECTION TYPE II	

D. Access

Reference	Designation
• 455AL	ENGINE 2 LH COWLING
• 456AR	ENGINE 2 RH COWLING

3. PRELIMINARY STEPS

- A. Open engine 2 cowlings ([455AL](#)) and ([456AR](#)) (Refer to [TASK 54-11-09-900-801](#), paragraph "Opening of Engine 2 Cowlings ([455AL](#))/([456AR](#))").

4. INSPECTION OF AIRCRAFT APU AREA FROM THE OUTSIDE

Refer to [fig. 1](#) and [fig. 2](#)

- A. Check for leaks.
- B. Check for abnormal fuel/oil flow through the drain stub.
- C. Check:
- the ventilation air inlet (2) and air outlet (3) of APU starter generator ([21PA](#)) ([fig. 1](#)),
 - the APU compartment ventilation air inlet for cleanliness and condition of protective grid (4) ([fig. 1](#)),
 - the the outlet (1) of the exhaust for condition of the visible section of the duct and the protective metal sheet (2) ([fig. 2](#)).
 - condition of air inlet grid (3) ([fig. 2](#)).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

D. Check of APU air inlet duct (4) (**fig. 2**):

- (1) Remove APU air inlet grid (3).
- (2) In the air inlet duct, clean the temporary protection with **P-D-680B**.
- (3) Visually inspect the air inlet duct:
 - (a) Check for corrosion. If corrosion is found, refer to the Structural Repair Manual (SRM) part 2, 53-00-24 for the specific repair.
 - (b) Check fasteners and rivets for condition.
- (4) Spray **temporary protection type II** all over the air inlet duct (Refer to **TASK 20-60-00-370-814**).
- (5) Install APU air inlet grid (3).

5. INSPECTION OF APU COMPARTMENT FROM THE INSIDE

Refer to **fig. 1**

A. Remove APU access cover (**300AZ**).

B. Inspect APU access cover (**300AZ**)

- (1) Check for damage, deformation, impacts, delamination.
- (2) Inspect Dzus fasteners
 - (a) Check fasteners for condition of studs and operation.
 - (b) Replace uncompliant fasteners.
 - (c) If damaged or broken fasteners are found, inspect the APU air inlet for foreign matter (refer to APU Maintenance Manual).

NOTE: The SB F900EX-3 should be applied at the next APU removal.

C. Visually check the APU for general condition; condition of safetying; condition and security of attachment of the fire detector.

D. Check lines for condition, security of attachment and connections.

E. Check exhaust duct (1):

- duct condition and security of attachment,
- draining of primary nozzle,
- space between primary nozzle and exhaust duct,
- condition of lagging.

F. Inspect APU starter generator (**21PA**):

- attachment to APU,
- attachment and protection of wires on terminals,
- condition, security of attachment, connections of ventilation ducts.

G. Inspect wiring for routing, attachment, connections and safeties, condition of liquid saturation and ageing of isolators and protective sheaths.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- H. Inspect attachment:
 - condition of chassis and shock mounts,
 - safetying of shock mount pins and chassis attachment,
 - condition of bonding braid attachment.
- I. Inspect compartment bottom for:
 - cleanliness,
 - condition and efficiency of draining,
 - condition of lower partition.
- J. Inspect front fireproof metal sheet and the fixed section of the upper cowlings
 - (1) Check for damage, deformation, impacts, delamination.
 - (2) Check the following for condition of feedthroughs:
 - wiring,
 - fuel line,
 - bleed air line.
- K. Install APU access cover (**300AZ**).

6. FINAL STEPS

- A. Close engine 2 cowlings (**455AL**) and (**456AR**) (Refer to **TASK 54-11-09-900-801**, paragraph "Closing of Engine 2 Cowlings (**455AL**)/(**456AR**)").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

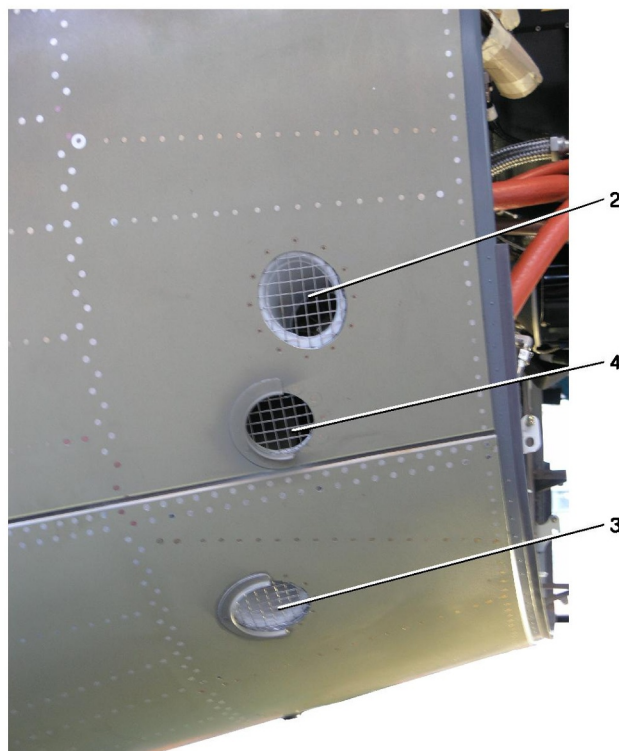
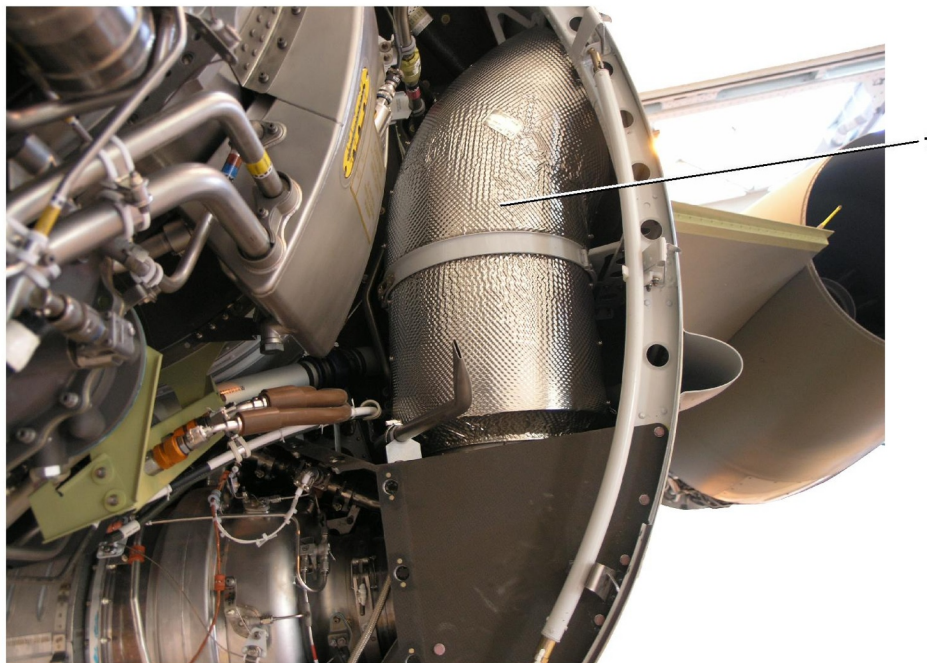


Figure 1: Check of APU Area

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

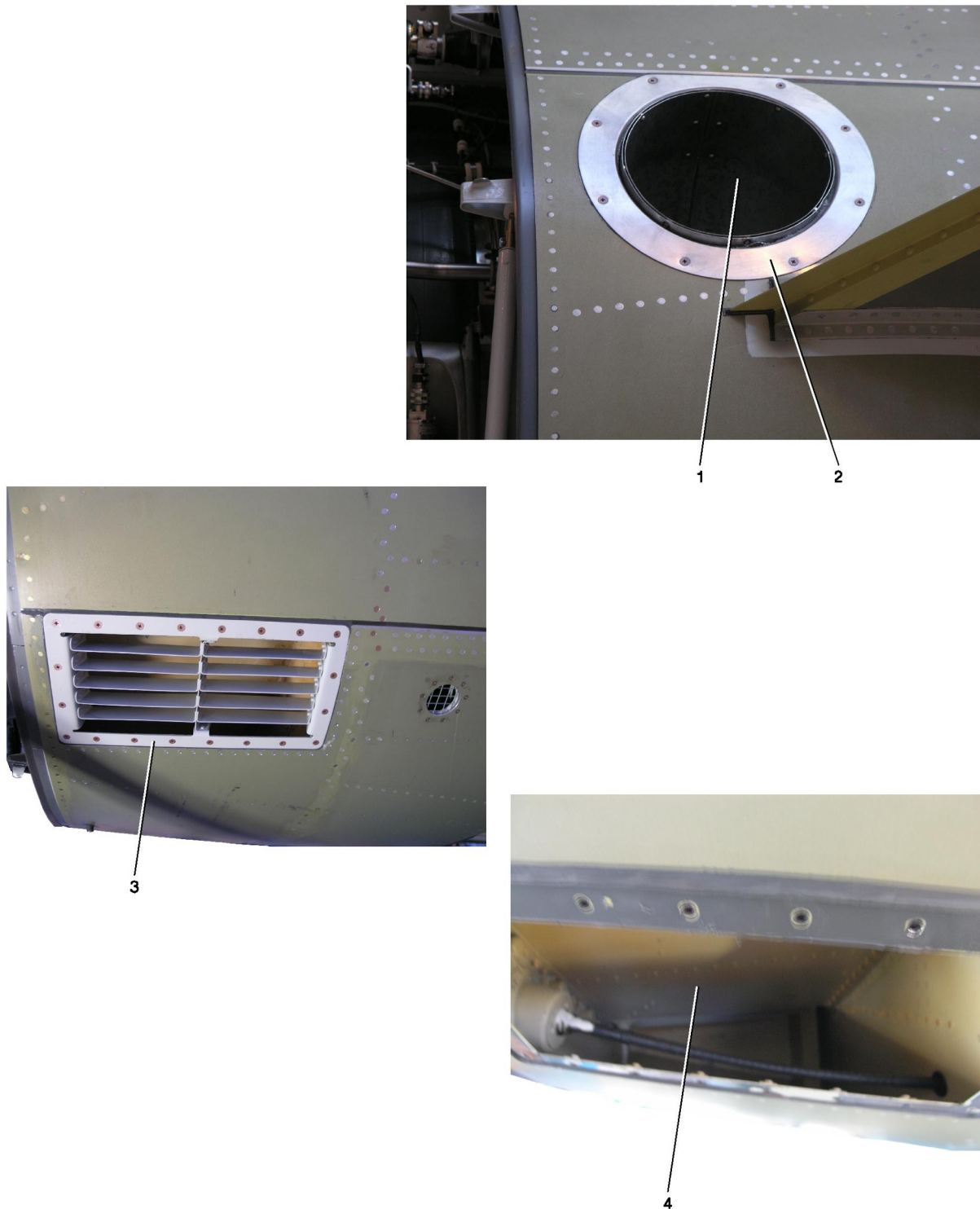


Figure 2: APU Area from the Outside

Project No: **BDHRN002**Job Card No **0087**

Notif.No.: 10049001

Activity: **1000**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Routine

Starting Work Centre: FALCON A/C TEAM

Job Description: FNC Flap Asymmetry Detection System

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**


PAX

******WARNINGS, CAUTIONS & NOTES ******

Order Number:80069213

OEM CODE RELATED TO CH5.40:27-50-00-720-802

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.				 Order: 80069213 Operation: 0010 Phase: Routine - scheduling activity Work Center:FALCON A/C TEAM	
	This task satisfies operator codes 27-50-00-720-802-01 & 27-50-00-720-802-01A & AD 2002-23-20 Para A					
	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					

OEM Code: 27-50-00-720-802

Form No: JA-SAP-MTX-002

Operator Code: 27-50-00-720-802-01

Printed by: ADAMOVIC G

Project No: **BDHRN002**

Job Card No **0087**

Notif.No.: 10049001



Activity: **1000**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Routine

Starting Work Centre: FALCON A/C TEAM

Job Description: **FNC Flap Asymmetry Detection System**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

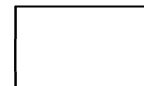
Check Type: 1A CHECK

Work Center	
FALCON A/C	

OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 27-50-00-720-802

Operator Code: 27-50-00-720-802-01

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.: **27.330**
 Serial No.: **096** Model: **FALCON 900EX** **PKG # 2 2A INSPECTION**
 Reg No.: **D-AHRN** Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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>**27-50-00-720-802-01** ☐ **FUNCTIONAL TEST OF THE FLAP ASYMMETRY DETECTION SYSTEM**

REMARKS : _____

AMM 27-50-00-720-802

AD 2002-23-20 PARA A ☐ OPERATIONAL TEST AVIAC FLAP ACTUATOR FLAP ASYMMETRY DETECTION SYSTEM (A/C 004 AND SUBSEQUENT ONLY)

Amendement No: 39-12964 Effective Date: 11-AUG-1999 Next Compliance Due Date Hours/Other: _____

☐ COMPLIED WITH ☐ DECLINED ☐ DEFERRED ☐ NOT APPLICABLE

*All text added to the "Note" field will be presented as part of the MOC selection through the application.
 Ex: MOC of "Complied With" and a Note of "At Manufacture" will display as "Complied With - At Manufacture"*

Compliance Note: _____

TECH _____ INSP _____ LABOR-HRS
HRS.MINS _____

Operator: HERON AVIATION	Work Card No.: 27.330
Serial No.: 096 Model: FALCON 900EX	PKG # 2 2A INSPECTION
Reg No.: D-AHRN	Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

27-50-00-720-802-01A ☐ FUNCTIONAL TEST OF THE FLAP ASYMMETRY DETECTION SYSTEM
(MANDATORY REF 5-40-20)

MANDATORY 5-40

REMARKS : _____

AMM 27-50-00-720-802

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 27-50-00-720-802

FUNCTIONAL TEST OF THE FLAP ASYMMETRY DETECTION SYSTEM

1. OVERVIEW OF THE JOB

Operation code: 27-50-00-720-802-01

NOTE: The procedure requires two operators:

- one operator in the cockpit,
- one operator close to flap position potentiometers (L4DL)/(R4DL).

2. LOGISTICS

A. References

Reference

- 24-00-00-860-801
- 27-00-00-910-801
- 27-50-00-720-801
- 27-50-00-860-802
- 29-00-00-860-801

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
FLIGHT CONTROL SYSTEM MAINTENANCE AND SAFETY
 PRECAUTIONS
 FUNCTIONAL TEST OF THE FLAP CONTROL AND INDICATING
 SYSTEM
 EXTENSION / RETRACTION OF THE SLATS / FLAPS FOR
 MAINTENANCE
 PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC
 SYSTEMS

B. Tools and Ground Support Equipment

Reference

- F7XC202000008

Designation

TOOL BOX

Quantity

C. Spare Parts

Reference

- EN2367-14008

Designation

COTTER PIN

Quantity

2

D. Additional Spare Parts

Reference

- FGFB163007110A1

Designation

PIVOT PIN SET

Quantity

2

E. Energy

- ELECTRICAL
- HYDRAULIC

F. Access

Reference

- PAX

Designation

PASSENGER DOOR



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Obey the flight control system maintenance and safety precautions (Refer to **TASK 27-00-00-910-801**).
- B. Connect the electrical ground power unit (GPU) (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- C. Connect the hydraulic GPU to hydraulic system 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Connection of the Hydraulic Ground Power Unit").
- D. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- E. Pressurize hydraulic system 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Pressurization from the Hydraulic Ground Power Unit").
- ◆
- F. Extend the flaps to 20° (Refer to **TASK 27-50-00-860-802**, paragraph "Extension in Normal Mode").
- G. Cut off and drop the pressure in hydraulic system 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Cut off and Drop Pressure from the Hydraulic Ground Power Unit").

4. TESTS

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

CAUTION: ALL SAFETY PRECAUTIONS MUST BE TAKEN TO PREVENT A BRUTAL RETRACTION OF POTENTIOMETER CABLE (8) WHEN DISCONNECTING IT FROM FLAP CLEVIS (5).

- A. Install flap and slat safeties (Refer to **TASK 27-50-00-860-802**, paragraph "Operation on Slats or Flaps Extended").

NOTE: Except for "FLAP CONTROL" circuit breaker (**1CG**) which must be kept engaged.

- ◆
- B. Operational Test of LH flap position potentiometer (**L4DL**)

- (1) On potentiometer cable (8)
 - (a) Extract and discard cotter pin (1).
 - (b) Remove washer (3).
 - (c) Remove pivot pin (2) from flap clevis (5).
 - (d) Maintain potentiometer cable (8).
 - (e) Position a ruler (6) (**see fig. 2**).
- (2) Mark the original position of potentiometer cable (8) on ruler (6).
- (3) Slowly pull out potentiometer cable (8) until:

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- amber "FLAP ASYM" warning light (**2WW47**) illuminates, on warning panel (**2WW**),
 - "FLAP CONTROL" circuit breaker (**1CG**) pops out, on circuit breaker panel (**10PP**).
- (4) Make sure that this occurs for a travel of potentiometer cable (8) equal to 30 ± 2 mm (1.18 ± 0.08 in.), measured along the control cable travel centerline (travel origin corresponds to control cable position prior to disconnection).
 - (5) Put potentiometer cable (8) to the original position according to the position mark (see paragraph 4.B.(2)).
 - (6) On circuit breaker panel (**10PP**), engage in "B2 BUS" section, "FLT CONTROL" zone, "FLAP CONTROL" circuit breaker (**1CG**).
 - (7) Make sure that amber "FLAP ASYM" warning light (**2WW47**) extinguishes, on warning panel (**2WW**).
 - (8) Perform the same check in the direction corresponding to flap retraction (see paragraph 4.B.(3) to 4.B.(7)).
 - (9) Check the pivot pin (2) for condition (free of scratches).
 - (10) If there is a risk of cable lug blocking due to a damaged pivot pin, replace the pivot pin (2) (set of pin/washer/cotter pin ♦ (**FGFB163007110A1**)).
 - (11) On potentiometer cable (8) of LH flap position potentiometer (**L4DL**)
 - (a) Install pivot pin (2) on flap clevis (5).

CAUTION: THE POTENTIOMETER CABLE (8) MUST NOT BE UNTWISTED AND MUST BE TAUT IN THE DIRECTION OF CABLE WIRE TWIST.
 - (b) Install cable lug (4) on pivot pin (2).
 - (c) Install washer (3).
 - (d) Safety pivot pin (2) with new cotter pin (1) (**EN2367-14008**).
 - (12) Using a dry and clean lint-free cloth, clean drive cable and cable lug of LH flap position potentiometer (**L4DL**).
 - (13) Before and throughout flap deflection, make sure that there is no interference between:
 - potentiometer cable (8) and the structure,
 - potentiometer cable (8) and its slot (7).
- C. Perform the same checks with RH flap position potentiometer (**R4DL**) (see paragraph 4.B.).
- ♦
- D. Remove the flap and slat safeties (Refer to **TASK 27-50-00-860-802**, paragraph "Operation on Slats or Flaps Extended").

5. FINAL STEPS

Refer to **fig. 1**



- A. Pressurize hydraulic system 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Pressurization from the Hydraulic Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- B. Fully retract the flaps (Refer to [TASK 27-50-00-860-802](#), paragraph "Retraction in Normal Mode").
- C. Perform full extension and retraction of flaps to check the proper operations and indications without measuring the travel durations (Refer to [TASK 27-50-00-720-801](#), paragraph "Indication and Travel Duration Tests").
- D. Cut off and drop the pressure in hydraulic system 2 (Refer to [TASK 29-00-00-860-801](#), paragraph "Cut off and Drop Pressure from the Hydraulic Ground Power Unit").
- E. Disconnect the hydraulic GPU (Refer to [TASK 29-00-00-860-801](#), paragraph "Disconnection of the Hydraulic Ground Power Unit").
- F. Disconnect the electrical GPU (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

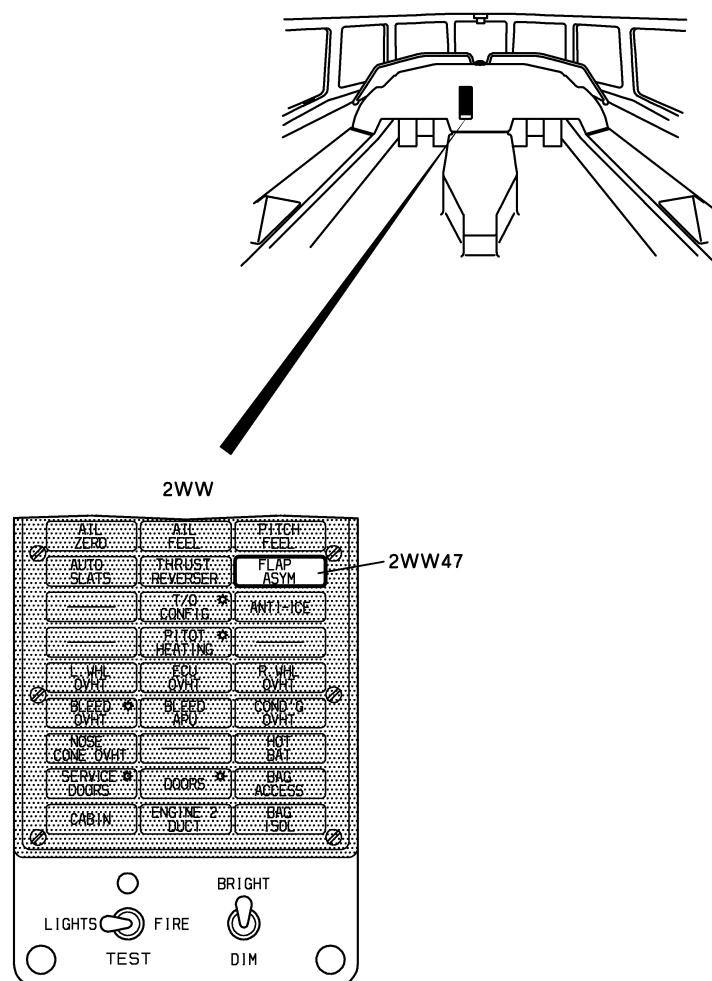


Figure 1: LOCATION OF COCKPIT CONTROLS AND INDICATIONS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

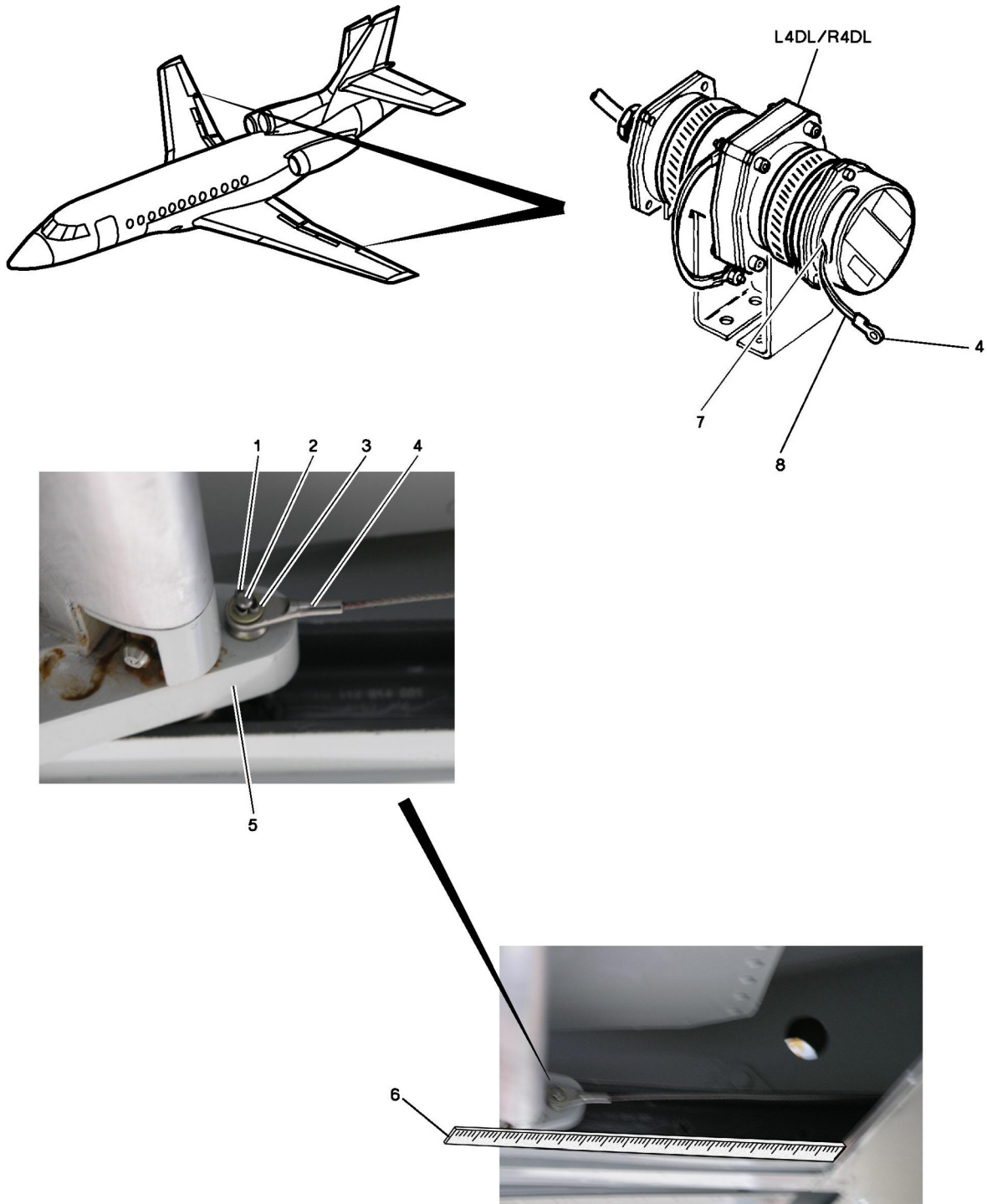


Figure 2: REMOVAL/INSTALLATION OF CONTROL CABLES

Project No: **BDHRN002**Job Card No **0088**

Notif.No.: 10049002

Activity: **1000**

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: **CLN/CHK Flap Screw Jack Act Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.				 Order: 80069214 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.						

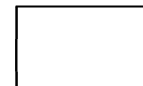
Defect Card Raised

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: 27-53-01-220-801

Operator Code: 27-53-01-220-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0089**

Notif.No.: 10049003

Activity: **1000**

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: **CLN/CHK Flap Screw Jack Act Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.				 Order: 80069217 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: 27-53-01-220-801

Operator Code: 27-53-01-220-801-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0090**

Notif.No.: 10049004

Activity: **1000**

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: **CLN/CHK Flap Screw Jack Act Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069218 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: 27-53-01-220-801

Operator Code: 27-53-01-220-801-03

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0091**

Notif.No.: 10049005

Activity: **1000**

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: **CLN/CHK Flap Screw Jack Act Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069219 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: 27-53-01-220-801

Operator Code: 27-53-01-220-801-04

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0092**

Notif.No.: 10049006

Activity: **1000**

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: **CLN/CHK Flap Screw Jack Act Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069220 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: 27-53-01-220-801

Operator Code: 27-53-01-220-801-05

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0093**

Notif.No.: 10049007

Activity: **1000**

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: **CLN/CHK Flap Screw Jack Act Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069221 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.

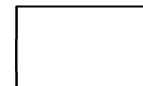
Defect Card Raised

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: 27-53-01-220-801

Operator Code: 27-53-01-220-801-06

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Work Card No.: **27.575**

PKG # 2 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>27-53-01-220-801- CLEANING/CHECK LEFT OUTBOARD FLAP ACTUATOR OF THE ACTUATING SCREW

REMARKS : _____

AMM 27-53-01-220-801 TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

>27-53-01-220-801- CLEANING/CHECK LEFT INBOARD FLAP EXTERNAL ACTUATOR OF THE ACTUATING SCREW

REMARKS : _____

AMM 27-53-01-220-801 TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

>27-53-01-220-801- CLEANING/CHECK LEFT INBOARD FLAP INTERNAL ACTUATOR OF THE ACTUATING SCREW

REMARKS : _____

AMM 27-53-01-220-801 TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

>27-53-01-220-801- CLEANING/CHECK RIGHT INBOARD FLAP INTERNAL ACTUATOR OF THE ACTUATING SCREW

REMARKS : _____

AMM 27-53-01-220-801 TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

>27-53-01-220-801- CLEANING/CHECK RIGHT INBOARD FLAP EXTERNAL ACTUATOR OF THE ACTUATING SCREW

REMARKS : _____

AMM 27-53-01-220-801 TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

>27-53-01-220-801- CLEANING/CHECK RIGHT OUTBOARD FLAP ACTUATOR OF THE ACTUATING SCREW

REMARKS : _____

AMM 27-53-01-220-801 TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 27-53-01-220-801

CLEANING / CHECK OF THE FLAP SCREW JACK ACTUATING SCREW

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • 27-53-01-220-801-01 • 27-53-01-220-801-02 • 27-53-01-220-801-03 • 27-53-01-220-801-04 • 27-53-01-220-801-05 • 27-53-01-220-801-06 | <p>LH outboard flap screw jack (L502CG)</p> <p>LH inboard flap lateral screw jack (L501CG)</p> <p>LH inboard flap center screw jack (L500CG)</p> <p>RH inboard flap center screw jack (R500CG)</p> <p>RH inboard flap lateral screw jack (R501CG)</p> <p>RH outboard flap screw jack (R502CG)</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**
- **27-00-00-910-801**
- **27-50-00-860-802**
- **27-53-01-640-803**
- **27-53-01-900-803**
- **29-00-00-860-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
FLIGHT CONTROL SYSTEM MAINTENANCE AND SAFETY
PRECAUTIONS
EXTENSION / RETRACTION OF THE SLATS / FLAPS FOR
MAINTENANCE
GREASING OF THE FLAP SCREW JACKS (AVIAC)
REMOVAL / INSTALLATION OF THE FLAP SCREW JACKS
PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC
SYSTEMS

B. Tools and Ground Support Equipment

Reference

- **F7XC202000008**

Designation

TOOL BOX

Quantity

C. Ingredients and Consumable Products

Designation

- **P-D-680B**

Additional designation

WHITE SPIRIT

D. Energy

- ELECTRICAL
- HYDRAULIC

E. Access

Reference

- **561AB**
- **563HB**
- **571AB**
- **661AB**

Designation

INBOARD FLAP CONTROL ROD ACCESS DOOR
WING LOWER SURFACE INBOARD FAIRING
OUTBOARD FLAP CONTROL ROD ACCESS DOOR
INBOARD FLAP CONTROL ROD ACCESS DOOR

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **663HB** WING LOWER SURFACE INBOARD FAIRING
- **671AB** OUTBOARD FLAP CONTROL ROD ACCESS DOOR
- **PAX** PASSENGER DOOR

3. PRELIMINARY STEPS

- A. Obey the Flight Control System maintenance and safety precautions (Refer to **TASK 27-00-00-910-801**).
- B. Remove fairings (**563HB**) and (**663HB**).
- C. Remove access doors (**561AB**), (**571AB**), (**661AB**) and (**671AB**).
- D. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801** , paragraph "**Connection of the Electrical Ground Power Unit**").
- E. Connect the hydraulic ground power unit to hydraulic system 2 (Refer to **TASK 29-00-00-860-801** , paragraph "**Connection of the Hydraulic Ground Power Unit**").
- F. Full extension of flaps
 - (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801** , paragraph "**Energization with the Electrical Ground Power Unit**").
 - (2) Pressurize hydraulic system 2 (Refer to **TASK 29-00-00-860-801** , paragraph "**Pressurization from the Hydraulic Ground Power Unit**").
 - (3) Fully extend the flaps (Refer to **TASK 27-50-00-860-802** , paragraph "**Extension in Normal Mode**").
 - (4) Cut off and drop the pressure in hydraulic system 2 (Refer to **TASK 29-00-00-860-801** , paragraph "**Cut off and Drop Pressure from the Hydraulic Ground Power Unit**").
NOTE: The slats can move if the pressure in hydraulic systems is not completely dropped.
 - (5) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801** , paragraph "**De-energization with the Electrical Ground Power Unit**").
- G. Inhibit flap and slat deflections (Refer to **TASK 27-50-00-860-802** , paragraph "**Operation on Slats and/or Flaps Extended**").

4. CLEANING OF ACTUATING SCREW OF FLAP SCREW JACK

Refer to **fig. 1**

- A. Using a lint-free cloth moistened with **P-D-680B**, thoroughly clean the actuating screw of flap screw jacks (**L500CG**), (**L501CG**), (**L502CG**), (**R500CG**), (**R501CG**) and (**R502CG**).

5. CHECKING ACTUATING SCREW OF FLAP SCREW JACK FOR CONDITION

Refer to **fig. 2**

- A. Make sure that there are no defects at the inner areas of the jack screw threads (contact areas (1) and areas with no contact (2) between the threads of screw (a) and the threads of nut (b)).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- B. If a defect is detected on the jack screw thread flanks (contact areas (1) between the threads of screw (a) and the threads of nut (b)), remove the faulty flap screw jack and return it to an approved repair agent (Refer to [TASK 27-53-01-900-803](#)).
- C. If slight corrosion is detected on areas of the jack screw which have no functional consequences (areas with no contact (2) between the threads of screw (a) and the threads of nut (b)), clean the corroded parts using a cylindrical brush.

NOTE: The following defects are acceptable, provided that they cannot have functional consequences:

- slight defect on the ball-joint side or on the first centimeter of the screw thread area, at the front end (flap side),
- corrosion pitting, when limited to the thread crests and external chamfers and thread roots.

- D. Perform a visual check of the actuator eye end attachment to the flap panel.

6. FINAL STEPS

- A. For aircraft equipped with AVIAC screw jacks, perform a greasing of the flap screw jacks (Refer to [TASK 27-53-01-640-803](#)).
- B. Install access doors ([561AB](#)), ([571AB](#)), ([661AB](#)) and ([671AB](#)).
- C. Install fairings ([563HB](#)) and ([663HB](#)).
- D. Remove the flap and slat safeties (Refer to [TASK 27-50-00-860-802](#) , paragraph "Operation on Slats and/or Flaps Extended").
- E. Full retraction of flaps
- (1) Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#) , paragraph "Energization with the Electrical Ground Power Unit").
 - (2) Pressurize hydraulic system 2 (Refer to [TASK 29-00-00-860-801](#) , paragraph "Pressurization from the Hydraulic Ground Power Unit").
 - (3) Fully retract the flaps (Refer to [TASK 27-50-00-860-802](#) , paragraph "Retraction in Normal Mode").
 - (4) Cut off and drop the pressure in hydraulic system 2 (Refer to [TASK 29-00-00-860-801](#) , paragraph "Cut off and Drop Pressure from the Hydraulic Ground Power Unit").
 - (5) De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#) , paragraph "De-energization with the Electrical Ground Power Unit").
- F. Disconnect the hydraulic ground power unit from hydraulic system 2 (Refer to [TASK 29-00-00-860-801](#) , paragraph "Disconnection of the Hydraulic Ground Power Unit").
- G. Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#) , paragraph "Disconnection of the Electrical Ground Power unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

LH WING ONLY IS ILLUSTRATED (SAME FOR RH WING)

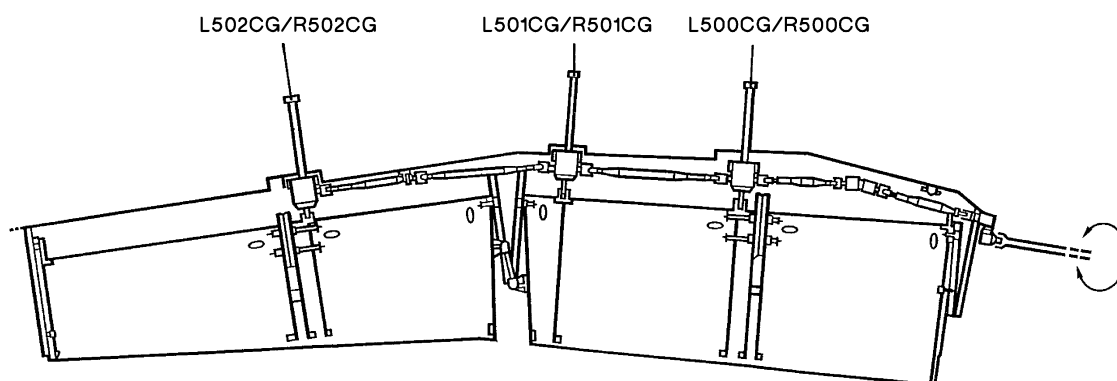


Figure 1: CLEANING OF FLAP SCREW JACKS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

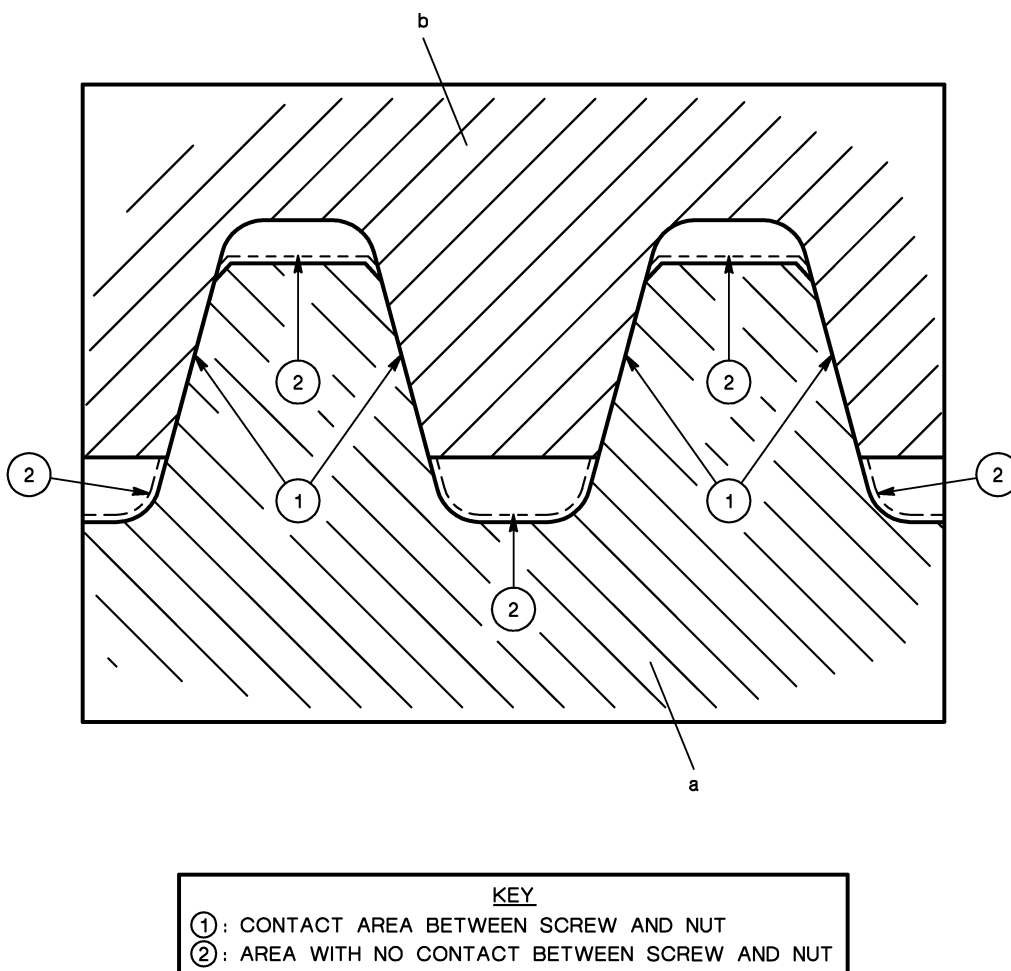


Figure 2: CHECK OF ACTUATING SCREW OF FLAP SCREW JACK FOR CONDITION

Project No: **BDHRN002**Job Card No **0094**

Notif.No.: 10049008

Activity: **1000**

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: **LUB LH OtBd Flap Screw Jack**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069215 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: 27-53-01-640-803

Operator Code: 27-53-01-640-803-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

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Print No: 1

Project No: **BDHRN002**Job Card No **0095**

Notif.No.: 10049009

Activity: **1000**

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: **LUB LH InBd Flap Lat Screw Jack**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069222 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.

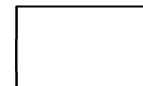
Defect Card Raised

Components Removed/Installed

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OFF					
ON					
OFF					
ON					
OFF					
ON					
OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 27-53-01-640-803

Operator Code: 27-53-01-640-803-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0096**

Notif.No.: 10049010

Activity: **1000**

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: **LUB LH InBd Flap Cntr Screw Jack**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069223 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.

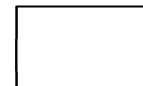
Defect Card Raised

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: 27-53-01-640-803

Operator Code: 27-53-01-640-803-03

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0097**

Notif.No.: 10049011

Activity: **1000**

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: **LUB RH InBd Flap Cntr Screw Jack**

ETOPS A/C: No RVSM A/C: No Warranty: - ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069224 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.

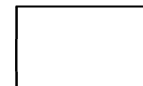
Defect Card Raised

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: 27-53-01-640-803

Operator Code: 27-53-01-640-803-04

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0098**

Notif.No.: 10049012

Activity: **1000**

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: **LUB RH InBd Flap Lat Screw Jack**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069225 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: 27-53-01-640-803

Operator Code: 27-53-01-640-803-05

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0099**

Notif.No.: 10049013

Activity: **1000**

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: **LUB RH OtBd Flap Screw Jack**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069226 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: 27-53-01-640-803

Operator Code: 27-53-01-640-803-06

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Work Card No.: **27.585**

PKG # 2 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>27-53-01-640-803- GREASING LEFT OUTBOARD FLAP ACTUATOR (AVIAC ONLY)
01

REMARKS : _____

TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

AMM 27-53-01-640-803

>27-53-01-640-803- GREASING LEFT INBOARD FLAP EXTERNAL ACTUATOR (AVIAC ONLY)
02

REMARKS : _____

AMM 27-53-01-640-803 TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

>27-53-01-640-803- GREASING LEFT INBOARD FLAP INTERNAL ACTUATOR (AVIAC ONLY)
03

REMARKS : _____

AMM 27-53-01-640-803 TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

>27-53-01-640-803- GREASING RIGHT INBOARD FLAP INTERNAL ACTUATOR (AVIAC ONLY)
04

REMARKS : _____

AMM 27-53-01-640-803 TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

>27-53-01-640-803- GREASING RIGHT INBOARD FLAP EXTERNAL ACTUATOR (AVIAC ONLY)
05

REMARKS : _____

AMM 27-53-01-640-803 TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

>27-53-01-640-803- GREASING RIGHT OUTBOARD FLAP ACTUATOR (AVIAC ONLY)
06

REMARKS : _____

TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

AMM 27-53-01-640-803

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 27-53-01-640-803 GREASING OF THE FLAP SCREW JACKS (AVIAC)

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|------------------------------------------------------|
| • 27-53-01-640-803-01 | LH outboard flap screw jack (L502CG) |
| • 27-53-01-640-803-02 | LH inboard flap lateral screw jack (L501CG) |
| • 27-53-01-640-803-03 | LH inboard flap center screw jack (L500CG) |
| • 27-53-01-640-803-04 | RH inboard flap center screw jack (R500CG) |
| • 27-53-01-640-803-05 | RH inboard flap lateral screw jack (R501CG) |
| • 27-53-01-640-803-06 | RH outboard flap screw jack (R502CG) |

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 27-00-00-910-801	FLIGHT CONTROL SYSTEM MAINTENANCE AND SAFETY
	PRECAUTIONS
• 27-50-00-860-802	EXTENSION / RETRACTION OF THE SLATS / FLAPS FOR
	MAINTENANCE
• 29-00-00-860-801	PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC
	SYSTEMS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• LOW FREEZE POINT GREASE	MIL-PRF-23827
• AEROSHELL 7	
• P-D-680B	WHITE SPIRIT

D. Energy

- ELECTRICAL
- HYDRAULIC

E. Access

Reference	Designation
• 561AB	INBOARD FLAP CONTROL ROD ACCESS DOOR
• 563HB	WING LOWER SURFACE INBOARD FAIRING
• 571AB	OUTBOARD FLAP CONTROL ROD ACCESS DOOR
• 661AB	INBOARD FLAP CONTROL ROD ACCESS DOOR

Effectivity: A/C WITH AVIAC SCREW JACKS

Rev. Date: MAR 09/2012

27-53-01-640-803

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- **663HB** WING LOWER SURFACE INBOARD FAIRING
- **671AB** OUTBOARD FLAP CONTROL ROD ACCESS DOOR

NOTE:

- **aeroshell 7** must be used for screw jacks 5318-3, 1-5319-3 and 2-5319-3,
- **low freeze point grease** must be used for screw jacks 5318-1, 5318-2, 1-5319-1, 1-5319-2, 2-5319-1 and 2-5319-2.

3. PRELIMINARY STEPS

- A. Observe all applicable recommendations and safety precautions to prevent injury to personnel and damage to equipment (Refer to **TASK 27-00-00-910-801**).
- B. Remove the fairings (**563HB**) and (**663HB**).
- C. Remove access doors (**561AB**), (**571AB**), (**661AB**) and (**671AB**).
- D. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the electrical ground power unit").
- E. Connect the hydraulic ground power unit to hydraulic system 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Connection of the hydraulic ground power unit").
- F. Thorough cleaning of flap screw jacks
 - (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the electrical ground power unit").
 - (2) Pressurize hydraulic system 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Pressurization from the hydraulic ground power unit").
 - (3) Fully extend the flaps (Refer to **TASK 27-50-00-860-802**, paragraph "Extension in normal mode").
 - (4) Fully retract the flaps (Refer to **TASK 27-50-00-860-802**, paragraph "Retraction in normal mode").
 - (5) Fully extend the flaps (Refer to **TASK 27-50-00-860-802**, paragraph "Extension in normal mode").
 - (6) Cut off and drop the pressure in hydraulic system 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Cut off and drop pressure from the hydraulic ground power unit").
NOTE: The slats can move if the pressure in the hydraulic systems is not fully dropped.
 - (7) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the electrical ground power unit").
- G. Inhibit flap and slat deflection (Refer to **TASK 27-50-00-860-802**, paragraph "Operation on slats and/or flaps extended").
- H. Wipe off all the dirt and the old grease from the screw jacks, using a clean lint-free cloth moistened with **P-D-680B**.

Effectivity: A/C WITH AVIAC SCREW JACKS

Rev. Date: MAR 09/2012

27-53-01-640-803

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4. GREASING OF ACTUATING SCREW OF FLAP SCREW JACK (5318-1)/(5318-2)/(1-5319-1)/(1-5319-2)/(2-5319-1)/(2-5319-2)

Refer to **fig. 1**

CAUTION: THIS OPERATION IS PROHIBITED FOR FLAP SCREW JACKS (5318-3), (1-5319-3) AND (2-5319-3).

THIS OPERATION IS ONLY APPLICABLE TO THE FOLLOWING FLAP SCREW JACKS:

- INBOARD AND CENTRAL SCREW JACKS (5318-1) OR (5318-2),
- OUTBOARD SCREW JACKS (1-5319-1) OR (1-5319-2) OR (2-5319-1) OR (2-5319-2).

- A. Manually apply a thin coat of **low freeze point grease** on the actuating screws of flap screw jacks (**L500CG**), (**L501CG**), (**L502CG**), (**R500CG**), (**R501CG**) and (**R502CG**).
- B. Wipe off the **low freeze point grease** in excess with a clean lint-free cloth.

5. GREASING OF ACTUATING SCREW OF FLAP SCREW JACK (5318-3), (1-5319-3) AND (2-5319-3)

Refer to **fig. 2**

CAUTION: THE FLAP SCREW JACKS (5318-3), (1-5319-3) AND (2-5319-3) SHOULD BE GREASED EXCLUSIVELY WITH THE "AEROSHELL 7".

- A. Using a grease gun fitted with **aeroshell 7** exclusively, inject grease via grease nipples (1), (2) and (3) of flap screw jacks (**L500CG**), (**L501CG**), (**L502CG**), (**R500CG**), (**R501CG**) and (**R502CG**).

NOTE: Screw jack grease nipples (1), (2) and (3) must be generously greased so as to thoroughly remove the old grease from the internal drive nut of each jack.

- B. Wipe off the grease in excess with a clean lint-free cloth.

6. FINAL STEPS

- A. Install access doors (**561AB**), (**571AB**), (**661AB**) and (**671AB**).
- B. Install the fairings (**563HB**) and (**663HB**).
- C. Remove the flap and slat inhibit safeties (Refer to **TASK 27-50-00-860-802**, paragraph "Operation on slats and/or flaps extended").
- D. Full retraction of flaps
- (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the electrical ground power unit").
 - (2) Pressurize hydraulic system 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Pressurization from the hydraulic ground power unit").
 - (3) Fully retract the flaps (Refer to **TASK 27-50-00-860-802**, paragraph "Retraction in normal mode").
 - (4) Cut off and drop the pressure in hydraulic system 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Cut off and drop pressure from the hydraulic ground power unit").

Effectivity: A/C WITH AVIAC SCREW JACKS

Rev. Date: MAR 09/2012

27-53-01-640-803

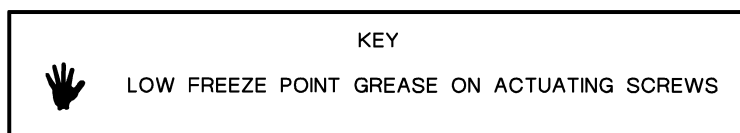
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FALCON 900EX

AIRCRAFT MAINTENANCE MANUAL

- (5) De-energize the aircraft systems (Refer to [**TASK 24-00-00-860-801**](#), paragraph "De-energization with the electrical ground power unit").
- E. Disconnect the hydraulic ground power unit (Refer to [**TASK 29-00-00-860-801**](#), paragraph "Disconnection of the hydraulic ground power unit").
- F. Disconnect the electrical ground power unit (Refer to [**TASK 24-00-00-860-801**](#), paragraph "Disconnection of the electrical ground power unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTE: LH WING ONLY IS ILLUSTRATED (SAME FOR RH WING)

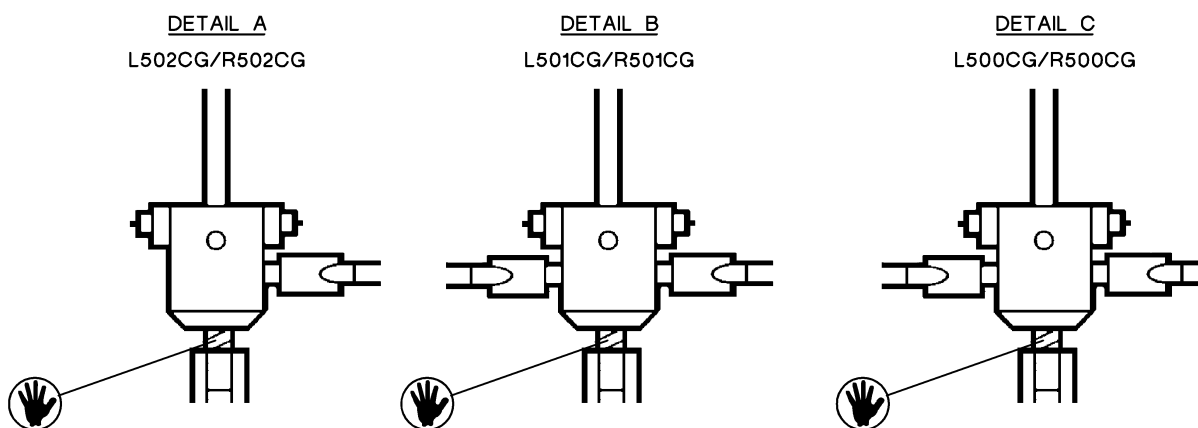
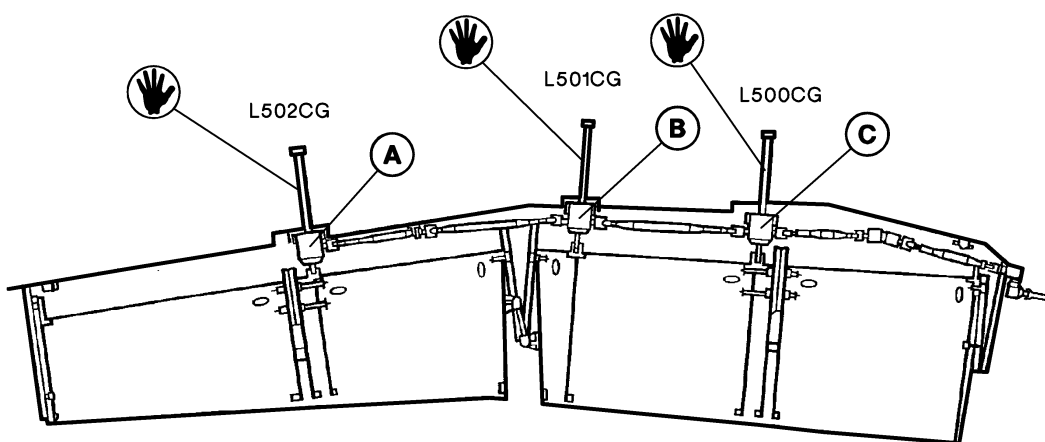


Figure 1: GREASING OF FLAP SCREW JACKS (5318-1/5318-2/1-5319-1/1-5319-2/2-5319-1/2-5319-2)

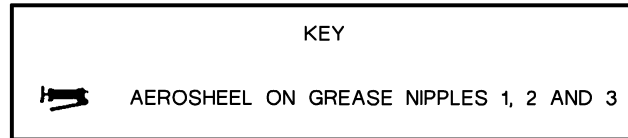
Effectivity: A/C WITH AVIAC SCREW JACKS

Rev. Date: MAR 09/2012

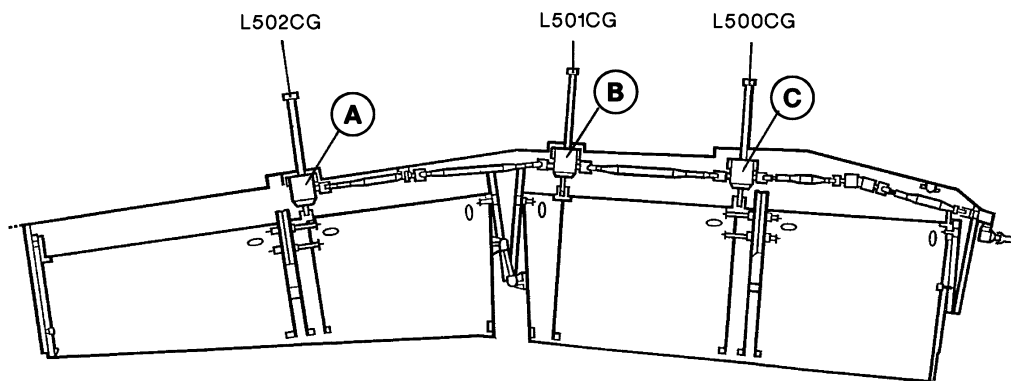
27-53-01-640-803

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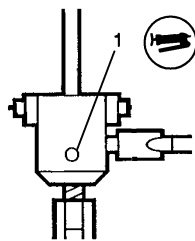
FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



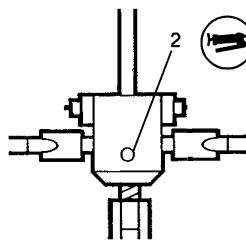
NOTE: LH WING ONLY IS ILLUSTRATED (SAME FOR RH WING)



DETAIL A
L502CG/R502CG



DETAIL B
L501CG/R501CG



DETAIL C
L500CG/R500CG

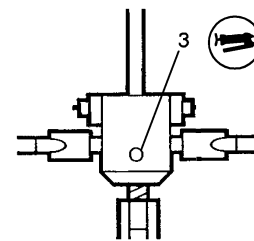


Figure 2: GREASING OF FLAP SCREW JACKS (5318-3/1-5319-3/2-5319-3)

Effectivity: A/C WITH AVIAC SCREW JACKS

Rev. Date: MAR 09/2012

27-53-01-640-803

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Project No: **BDHRN002**Job Card No **0100**

Notif.No.: 10049040

Activity: **1001**

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: **LUB Flap Mechanism**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069212 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: 27-50-00-640-801

Operator Code: 27-50-00-640-801-01

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.: **27.570**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>27-50-00-640-801- GREASING/LUBRICATION OF FLAP MECHANISMS
01**

REMARKS : _____

TO BE PERFORMED AFTERFLYING THROUGH SAND AND VOLCANIC ASH.

AMM 27-50-00-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 27-50-00-640-801 GREASING / LUBRICATION OF FLAP MECHANISMS

1. OVERVIEW OF THE JOB

Operation code: 27-50-00-640-801-01

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 27-00-00-910-801	FLIGHT CONTROL SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
• 27-50-00-860-802	EXTENSION / RETRACTION OF THE SLATS / FLAPS FOR MAINTENANCE
• 27-80-17-960-803	REPLACEMENT / ADJUSTMENT OF THE FLAP POSITION MICROSWITCH
• 29-00-00-860-801	PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC SYSTEMS
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	1

C. Ingredients and Consumable Products

Designation	Additional designation
• LOW FREEZE POINT GREASE	MIL-PRF-23827
• LUBRICATING OIL	
• P-D-680B	WHITE SPIRIT

D. Additional Spare Parts

Reference	Designation	Quantity
• FGFB163007110	PIVOT PIN SET	
OR FGFB163007110A1	PIVOT PIN SET	

E. Energy

- ELECTRICAL
- HYDRAULIC

F. Access

Reference	Designation
• 561AB	INBOARD FLAP CONTROL ROD ACCESS DOOR
• 563HB	WING LOWER SURFACE INBOARD FAIRING
• 571AB	OUTBOARD FLAP CONTROL ROD ACCESS DOOR
• 661AB	INBOARD FLAP CONTROL ROD ACCESS DOOR

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **663HB** WING LOWER SURFACE INBOARD FAIRING
- **671AB** OUTBOARD FLAP CONTROL ROD ACCESS DOOR
- **PAX** PASSENGER DOOR

3. PRELIMINARY STEPS

- A. Observe all applicable recommendations and safety precautions to prevent injury to personnel and damage to equipment (Refer to TASK 27-00-00-910-801).
- B. Remove fairings (**563HB**) and (**663HB**).
- C. Remove access doors (**561AB**), (**571AB**), (**661AB**) and (**671AB**).
- D. Connect the electrical ground power unit (Refer to TASK 24-00-00-860-801 , paragraph "Connection of the Electrical Ground Power Unit").
- E. Connect the hydraulic ground power unit to hydraulic system 2 (Refer to TASK 29-00-00-860-801 , paragraph "Connection of the Hydraulic Ground Power Unit").
- F. Full extension of flaps
 - (1) Energize the aircraft systems (Refer to TASK 24-00-00-860-801 , paragraph "Energization with the Electrical Ground Power Unit").
 - (2) Pressurize hydraulic system 2 (Refer to TASK 29-00-00-860-801 , paragraph "Pressurization from the Hydraulic Ground Power Unit").
 - (3) Fully extend the flaps (Refer to TASK 27-50-00-860-802 , paragraph "Extension in Normal Mode").
 - (4) Cut off and drop the pressure in hydraulic system 2 (Refer to TASK 29-00-00-860-801 , paragraph "Cut off and Drop Pressure from the Hydraulic Ground Power Unit").
NOTE: The slats can move if the pressure in hydraulic systems is not completely dropped.
 - (5) De-energize the aircraft systems (Refer to TASK 24-00-00-860-801 , paragraph "De-energization with the Electrical Ground Power Unit").
- G. Inhibit flap and slat deflections (Refer to TASK 27-50-00-860-802 , paragraph "Operation on Slats and/or Flaps Extended").
- H. Manually open the LH and RH main landing gear doors (Refer to TASK 32-10-00-860-801 , paragraph "Opening").

4. CLEANING AND CHECK OF FLAP MECHANISM HINGES

Refer to **fig. 1**

WARNING: PERSONNEL INJURIES CAN RESULT FROM ANY OPERATION PERFORMED ON FLIGHT CONTROL SYSTEM EQUIPMENT. ELECTRICAL AND HYDRAULIC POWER SUPPLIES ARE PROHIBITED WHEN CLEANING FLAP SYSTEM COMPONENTS.

- A. Cleaning of universal joints on control rod ends (items 1 to 13).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: Items 1 to 3 are located in LH and RH main L/G wells, respectively.

- (1) If the universal joints on control rod ends are already protected with **temporary protection type III**, remove the dust from them, using a dry and clean lint-free cloth,

NOTE: Temporary protection type III is easily recognizable by its brown color.

- (2) If the universal joints on control rod ends are not protected with **temporary protection type III**, clean them using clean lint-free cloths moistened with **P-D-680B**.
- B. Using clean lint-free cloths, moistened with **P-D-680B**, clean the cadmium plated end-fittings of transmission shafts.
- C. Using a dry and clean lint-free cloth, clean control cable (14) and cable lug (17) of flap position potentiometers (**L4DL**) and (**R4DL**).
- D. On the flap, check for free rotation of cable lug (17) of flap position potentiometers (**L4DL**) and (**R4DL**) around its pivot pin (18).

NOTE: The lug barrel and the cable must be aligned in the same axis.

- E. If there is a risk of cable lug blocking due to damaged pivot pin, replace the pivot pin (18) (**FGFB163007110**) or (**FGFB163007110A1**).

5. GREASING/LUBRICATION OF FLAP MECHANISM HINGES

Refer to **fig. 1**

WARNING: PERSONNEL INJURIES CAN RESULT FROM ANY OPERATION PERFORMED ON FLIGHT CONTROL SYSTEM EQUIPMENT. ELECTRICAL AND HYDRAULIC POWER SUPPLIES ARE PROHIBITED WHEN GREASING OR LUBRICATING FLAP SYSTEM COMPONENTS.

CAUTION: THE LUBRICATION OF CONTROL CABLE (14) AND CABLE LUG (17) OF FLAP POSITION POTENTIOMETERS (L4DL**) AND (**R4DL**) IS PROHIBITED.**

A. Greasing of control rod ends

Using **low freeze point grease**, slightly grease the universal joints on control rod ends (items 1 to 13) that are not already protected with **temporary protection type III**.

B. Lubrication of flap position microswitch

- (1) Check flap position microswitch (**7CM**) for:
 - free rotation of control lever (15),
 - condition of return springs (16).
- (2) If in bad condition, replace then adjust flap microswitch (**7CM**) (Refer to **TASK 27-80-17-960-803**).
- (3) Using an oil can filled with **lubricating oil**, slightly lubricate the shaft/return spring (16) of microswitch control lever (15).

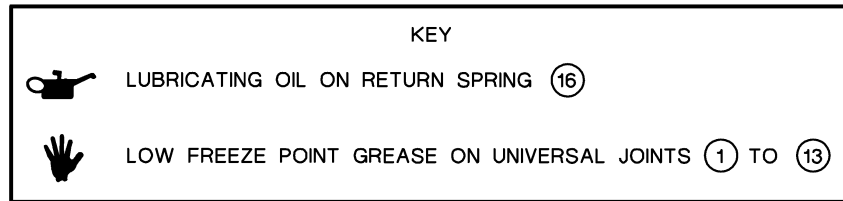
6. FINAL STEPS

- A. Install access doors (**561AB**), (**571AB**), (**661AB**) and (**671AB**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- B. Install fairings (**563HB**) and (**663HB**).
- C. Manually close the LH and RH main landing gear doors (Refer to **TASK 32-10-00-860-801** , paragraph "**Closing**").
- D. Remove the flap and slat safeties (Refer to **TASK 27-50-00-860-802** , paragraph "**Operation on Slat and/or Flaps Extended**").
- E. Full retraction of flaps
 - (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801** , paragraph "**Energization with the Electrical Ground Power Unit**").
 - (2) Pressurize hydraulic system 2 (Refer to **TASK 29-00-00-860-801** , paragraph "**Pressurization from the Hydraulic Ground Power Unit**").
 - (3) Fully retract the flaps (Refer to **TASK 27-50-00-860-802** , paragraph "**Retraction in Normal Mode**").
 - (4) Cut off and drop the pressure in hydraulic system 2 (Refer to **TASK 29-00-00-860-801** , paragraph "**Cut off and Drop Pressure from the Hydraulic Ground Power Unit**").
NOTE: The slats can move if the pressure in hydraulic systems is not completely dropped.
 - (5) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801** , paragraph "**De-energization with the Electrical Ground Power Unit**").
- F. Disconnect the hydraulic ground power unit from hydraulic system 2 (Refer to **TASK 29-00-00-860-801** , paragraph "**Disconnection of the Hydraulic Ground Power Unit**").
- G. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801** , paragraph "**Disconnection of the Electrical Ground Power Unit**").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTE: LH WING ONLY IS ILLUSTRATED (SAME FOR RH WING FROM ITEM (3))

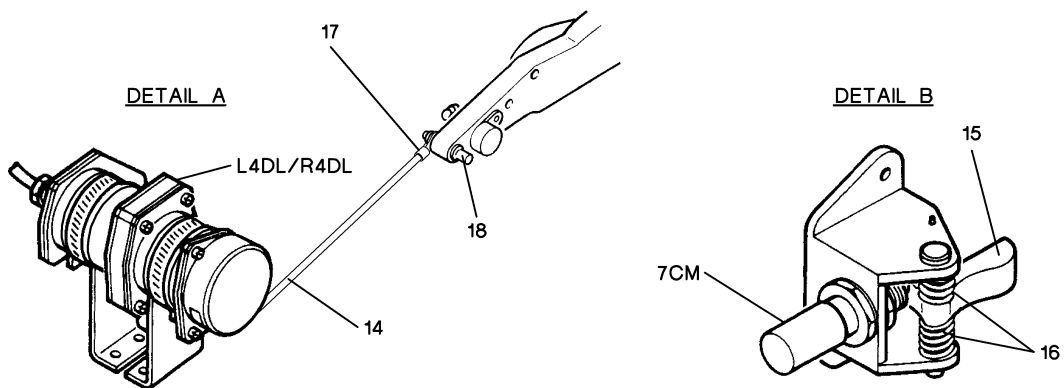
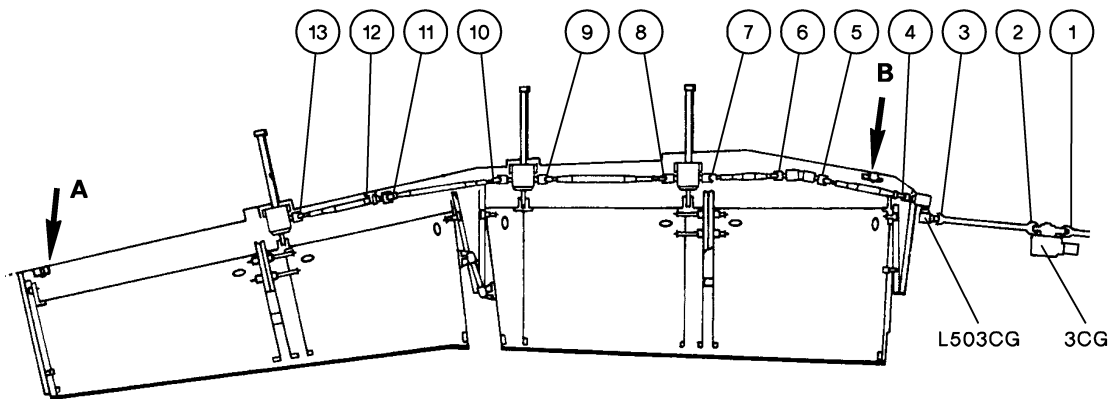


Figure 1: CLEANING/GREASING/LUBRICATING OF FLAP MECHANISMS

Project No: **BDHRN002**Job Card No **0101**

Notif.No.: 10049093

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: **LUB Slat Mechanism**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

512BB,512CB,512DB,522AB,522BB,522CB,522DB,522EB,522FB,612BB,612CB,612DB,622AB,622BB,622CB,622DB,622EB,622FB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069216 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: 27-80-00-640-801

Operator Code: 27-80-00-640-801-01

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.: **27.460**

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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**>27-80-00-640-801- GREASING/LUBRICATION OF THE SLAT MECHANISMS
01**

REMARKS : _____

AMM 27-80-00-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 27-80-00-640-801 GREASING / LUBRICATION OF THE SLAT MECHANISMS

1. OVERVIEW OF THE JOB

Operation code: 27-80-00-640-801-01

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 27-00-00-910-801	FLIGHT CONTROL SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
• 27-50-00-860-802	EXTENSION / RETRACTION OF THE SLATS / FLAPS FOR MAINTENANCE
• 29-00-00-860-801	PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC SYSTEMS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• P-D-680B	WHITE SPIRIT
• SYNTHETIC GREASE	MIL-PRF-81322
• LUBRICATING OIL	
• HYDRAULIC FLUID	MIL-PRF-5606

D. Energy

- ELECTRICAL
- HYDRAULIC

E. Access

Reference	Designation
• 512BB	WING LOWER SURFACE INBOARD LEADING EDGE ACCESS PANEL
• 512CB	WING LOWER SURFACE INBOARD LEADING EDGE ACCESS PANEL
• 512DB	WING LOWER SURFACE INBOARD LEADING EDGE ACCESS PANEL
• 522AB	WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 1
• 522BB	WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 2

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **522CB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 3
- **522DB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 4
- **522EB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 5
- **522FB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 6
- **612BB** WING LOWER SURFACE INBOARD LEADING EDGE ACCESS PANEL
- **612CB** WING LOWER SURFACE INBOARD LEADING EDGE ACCESS PANEL
- **612DB** WING LOWER SURFACE INBOARD LEADING EDGE ACCESS PANEL
- **622AB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 1
- **622BB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 2
- **622CB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 3
- **622DB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 4
- **622EB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 5
- **622FB** WING LOWER SURFACE OUTBOARD LEADING EDGE ACCESS PANEL NO. 6
- **PAX** PASSENGER DOOR

3. **PRELIMINARY STEPS**

- A. Observe all applicable recommendations and safety precautions to prevent injury to personnel and damage to equipment (Refer to **TASK 27-00-00-910-801**).
- B. Remove the access doors (**512BB**), (**512CB**), (**512DB**), (**522AB**), (**522BB**), (**522CB**), (**522DB**), (**522EB**), (**522FB**), (**612BB**), (**612CB**), (**612DB**), (**622AB**), (**622BB**), (**622CB**), (**622DB**), (**622EB**) and (**622FB**).
- C. Extension of the slats
 - (1) Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
 - (2) Connect the hydraulic ground power unit to hydraulic systems 1 (Refer to **TASK 29-00-00-860-801**, paragraph "Connection of the Hydraulic Ground Power Unit").
 - (3) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (4) Pressurize hydraulic systems 1 (Refer to [TASK 29-00-00-860-801](#), paragraph "Pressurization from Hydraulic Ground Power Unit").



- (5) Extend the slats (Refer to [TASK 27-50-00-860-802](#), paragraph "Extension in Normal Mode")
NOTE: Only hydraulic system 1 must be pressurized to extend the slats alone in normal mode.
- (6) Cut off and drop the pressure in hydraulic systems 1 (Refer to [TASK 29-00-00-860-801](#), paragraph "Cut off and Drop the Pressure from Hydraulic Ground Power Unit").
- (7) De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").

- D. Inhibit the slat deflection (Refer to [TASK 27-50-00-860-802](#), paragraph "Operation on Slats or Flaps Extended").

4. CLEANING

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



- A. Using a dry and clean lint-free cloth, clean the sliding rods of each slat actuator (**fig. 1**):
- LH inboard slat actuator ([L500CM](#)),
 - RH inboard slat actuator ([R500CM](#)),
 - LH outboard slat inboard actuator ([L501CM](#)),
 - RH outboard slat inboard actuator ([R501CM](#)),
 - LH outboard slat emergency actuator ([L502CM](#)),
 - RH outboard slat emergency actuator ([R502CM](#)),
 - LH outboard slat outboard actuator ([L503CM](#)),
 - RH outboard slat outboard actuator ([R503CM](#)).
- B. Using a cloth moistened with white spirit [P-D-680B](#), clean the slat tracks (from track 1 to track 10) (**fig. 1**).
- C. Using a dry and clean lint-free cloth, clean slat blanking plate hinges (**fig. 2**).

5. GREASING/LUBRICATION OF SLAT SYSTEM MECHANISMS

Refer to **fig. 1**, **fig. 2**, **fig. 3** and **fig. 4**



CAUTION: THE SLAT ACTUATOR BEARINGS MUST NEITHER BE LUBRICATED NOR GREASED. THE BEARINGS ARE SELF-LUBRICATED (AIRFLON).

- A. Lubrication of actuator sliding rods

Using a lint-free cloth moistened with **hydraulic fluid**, lubricate the sliding rods of slat actuators (**fig. 1**):

- LH inboard slat actuator ([L500CM](#)),
- RH inboard slat actuator ([R500CM](#)),

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- LH outboard slat inboard actuator ([L501CM](#)),
- RH outboard slat inboard actuator ([R501CM](#)),
- LH outboard slat emergency actuator ([L502CM](#)),
- RH outboard slat emergency actuator ([R502CM](#)),
- LH outboard slat outboard actuator ([L503CM](#)),
- RH outboard slat outboard actuator ([R503CM](#)).

B. Lubrication of tracks

Using an oil can filled with [lubricating oil](#), lubricate the slat tracks (from track 1 to track 10) ([fig. 1](#)).

C. Greasing/Lubrication of track rollers

(1) Lubrication

(a) Using an oil can filled with [lubricating oil](#), lubricate:

- [accessible](#) track rollers (2) ([fig. 3](#) and [fig. 4](#), DETAIL J),
- anti-slope rollers (1) ([fig. 3](#) and [fig. 4](#), DETAIL H).

(b) Make sure that each anti-slope roller (1) rotates freely, without hard point.

(2) Greasing of track roller pins

Using a grease gun filled with [synthetic grease](#), grease track roller pins (3) via nipples (4) ([fig. 3](#) and [fig. 4](#), DETAIL J).

D. Lubrication of blanking plate hinges

(1) Using an oil can filled with [lubricating oil](#), lubricate blanking plate hinges ([fig. 2](#)).

6. FINAL STEPS

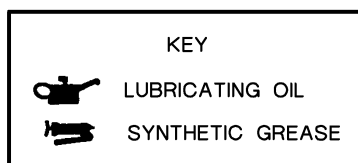
- A. Remove the slat safeties (Refer to [TASK 27-50-00-860-802](#), paragraph "Operation on Slats or Flaps Extended").
- B. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- C. Pressurize hydraulic systems 1 (Refer to [TASK 29-00-00-860-801](#), paragraph "Pressurization from Hydraulic Ground Power Unit").
- ◆
- D. Retract the slats (Refer to [TASK 27-50-00-860-802](#), paragraphs "Retraction in Normal Mode" then "Final Steps").
- E. Cut off and drop the pressure in hydraulic systems 1 (Refer to [TASK 29-00-00-860-801](#), paragraph "Cut off and Drop the Pressure from Hydraulic Ground Power Unit").
- F. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
- G. Disconnect the hydraulic ground power unit (Refer to [TASK 29-00-00-860-801](#), paragraph "Disconnection of the Hydraulic Ground Power Unit").

FALCON 900EX

AIRCRAFT MAINTENANCE MANUAL

- H. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").
- I. Install access doors (**512BB**), (**512CB**), (**512DB**), (**522AB**), (**522BB**), (**522CB**), (**522DB**), (**522EB**), (**522FB**), (**612BB**), (**612CB**), (**612DB**), (**622AB**), (**622BB**), (**622CB**), (**622DB**), (**622EB**) and (**622FB**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTE: LH SLAT MECHANISM ONLY IS ILLUSTRATED (SAME FOR RH SLAT MECHANISM)

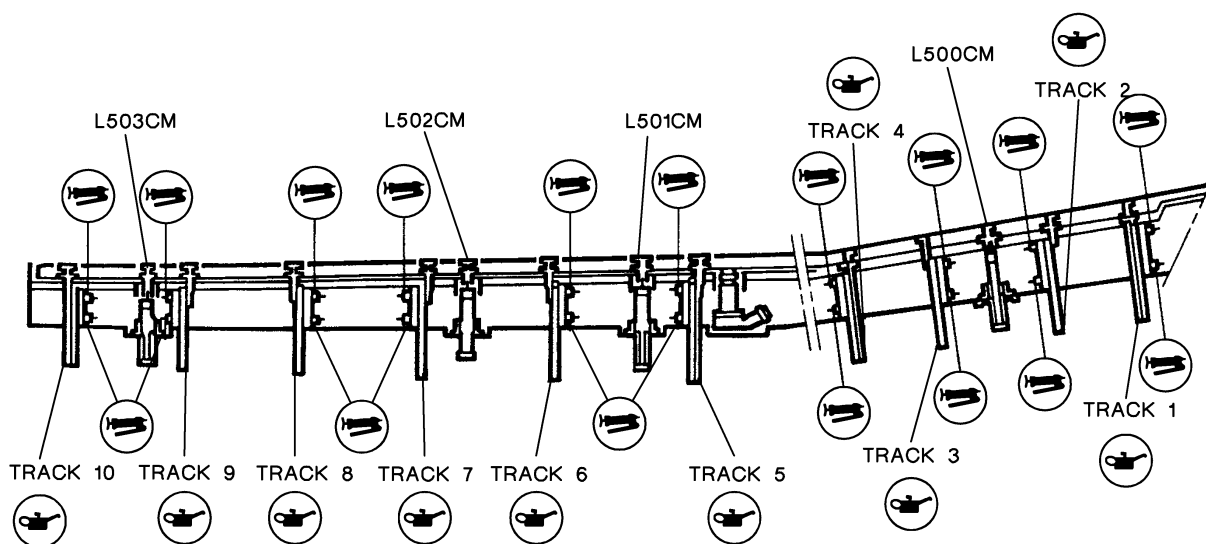


Figure 1: Lubrication of Slat Mechanism

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

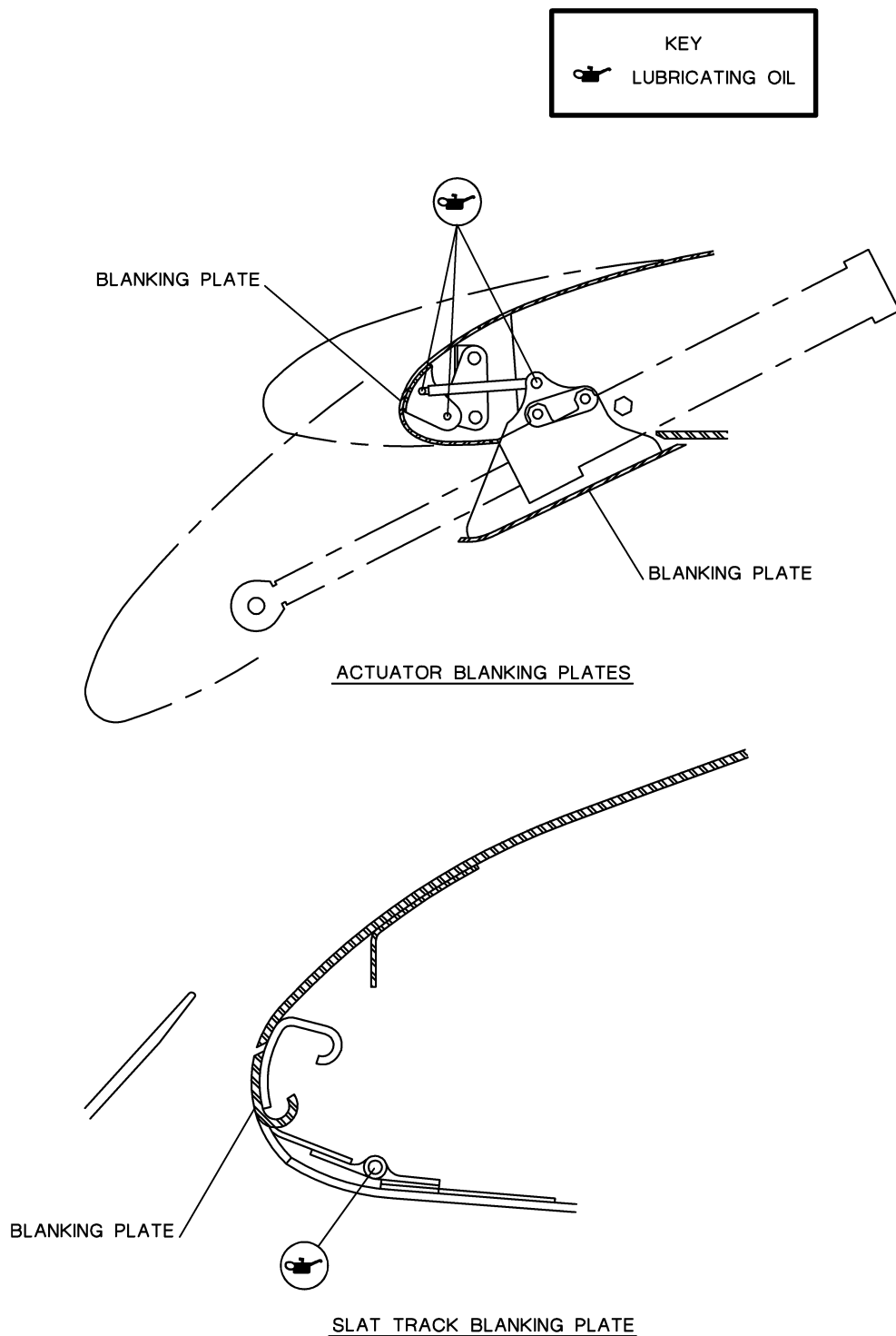
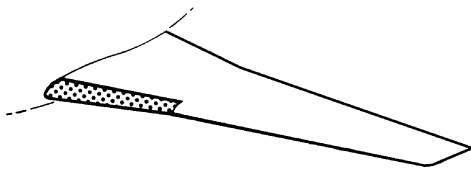




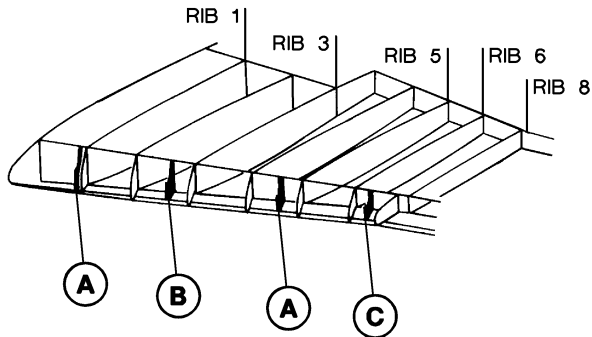
Figure 2: Lubrication of Slat Track and Actuator Blanking Plates

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

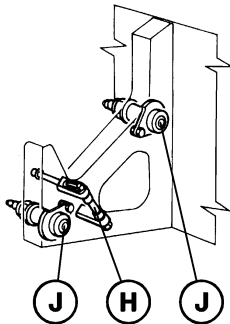


KEY	
	LUBRICATING OIL: ANTI-SLOPE ROLLERS (1) AND TRACK ROLLERS (2)
	SYNTHETIC GREASE: TRACK ROLLER PIN NIPPLES (4)

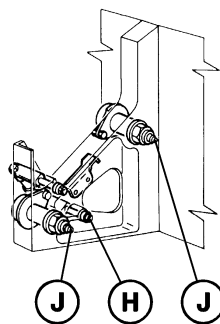
NOTE: LH WING ONLY IS ILLUSTRATED (SAME FOR RH WING)



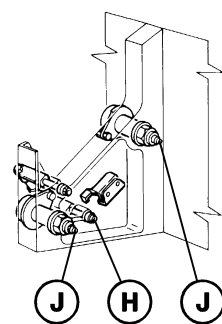
DETAIL A



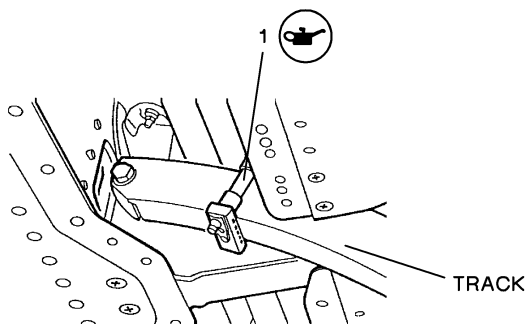
DETAIL B



DETAIL C



DETAIL H



DETAIL J

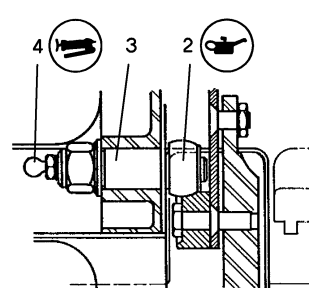
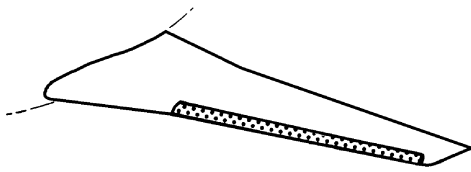


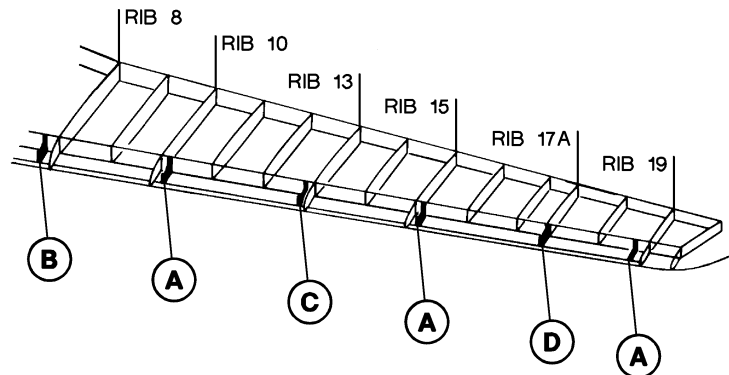
Figure 3: Greasing/Lubrication of Inboard Slat Rollers

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

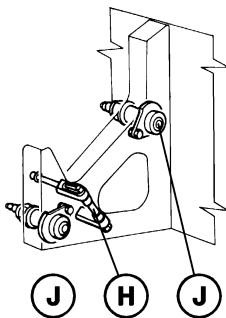


KEY	
	LUBRICATING OIL: ANTI-SLOPE ROLLERS (1) AND TRACK ROLLERS (2)
	SYNTHETIC GREASE: TRACK ROLLER PIN NIPPLES (4)

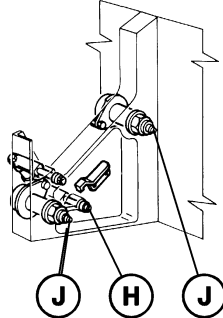
NOTE: LH WING ONLY IS ILLUSTRATED (SAME FOR RH WING)



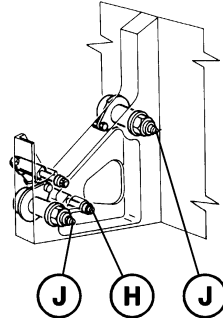
DETAIL A



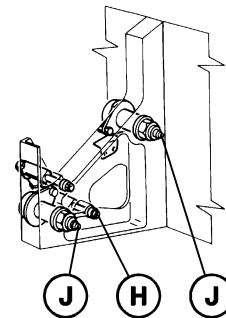
DETAIL B



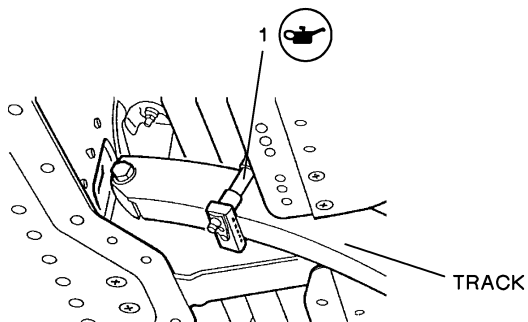
DETAIL C



DETAIL D



DETAIL H



DETAIL J

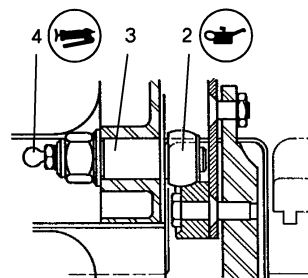


Figure 4: Greasing/Lubrication of Outboard Slat Rollers

Project No: **BDHRN002**Job Card No **0102**

Notif.No.: 10049024

Activity: **1000**

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: **LUB Ail Ctrl Surf Hinges**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 57

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069240 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: 57-60-05-640-802

Operator Code: 57-60-05-640-802-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0103**

Notif.No.: 10049025

Activity: **1000**

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: **LUB Ail Ctrl Surf Hinges**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 57

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069242 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.

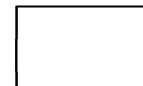
Defect Card Raised

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: 57-60-05-640-802

Operator Code: 57-60-05-640-802-02

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.: **27.090**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>57-60-05-640-802-01 LUBRICATION OF THE LEFT AILERON CONTROL SURFACE HINGES

REMARKS : _____

AMM 57-60-05-640-802

>57-60-05-640-802-02 LUBRICATION OF THE RIGHT AIRLERON CONTROL SURFACE HINGES

REMARKS : _____

AMM 57-60-05-640-802

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 57-60-05-640-802 LUBRICATION OF THE AILERON CONTROL SURFACE HINGES

**WARNING: HYDRAULIC POWER SUPPLY PROHIBITED.
DO NOT ACTUATE PILOT AND/OR COPILOT CONTROL WHEELS.**

1. OVERVIEW OF THE JOB

Operation codes:

- 57-60-05-640-802-01 LH aileron
- 57-60-05-640-802-02 RH aileron

2. LOGISTICS

A. Ingredients and Consumable Products

Designation

Additional designation

- **LUBRICATING OIL**

3. LUBRICATION OF HINGES

Refer to **fig. 1**

- A. Lubricate the parts indicated on figure. Use type of lubricant and procedure as specified in key.

NOTE: Each aileron must be manually operated on both sides of deflection in order to gain access to the hinges to be lubricated.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

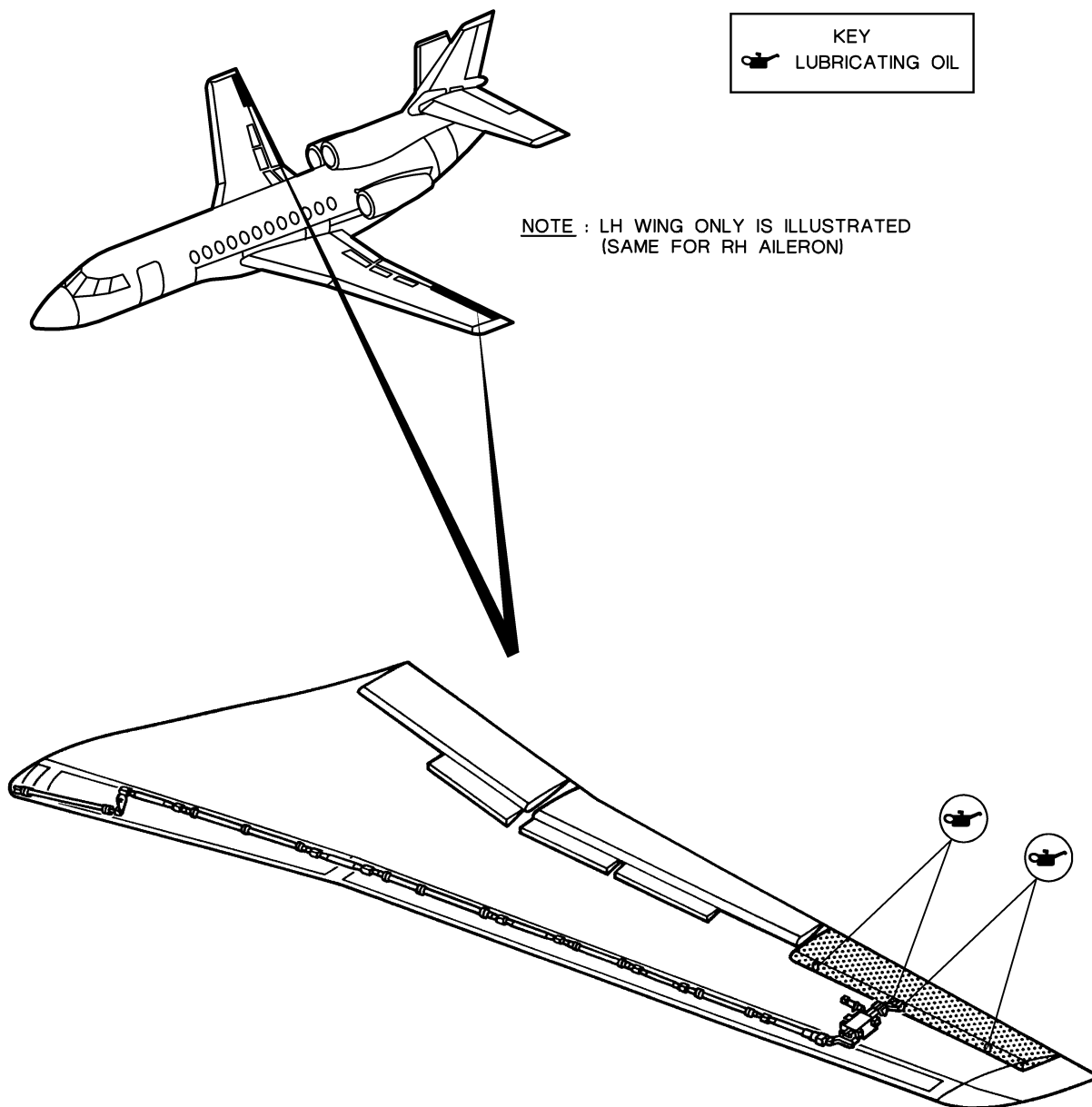


Figure 1: Lubrication of Aileron Hinges

Project No: **BDHRN002**Job Card No **0104**

Notif.No.: 10049053

Activity: **1001**

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: **LUB Flap Rollers&Tracks**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 57

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

563AB,563BB,563DB,563EB,574AB,574BB,574DB,663AB,663BB,663DB,663EB,674AB,674BB,674DB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069207 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: 57-55-13-640-801

Operator Code: 57-55-13-640-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Work Card No.: **57-55-13-640-801-01**

PKG # 2 2A INSPECTION

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>57-55-13-640-801-01 GREASING/LUBRICATION OF THE LEFT WING FLAP ROLLERS AND TRACKS

REMARKS :

AMM 57-55-13-640-801 TO BE PERFORMED AFER FLYING THROUGH SAND OR VOLCANIC ASH.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 57-55-13-640-801

GREASING / LUBRICATION OF FLAP ROLLERS AND TRACKS

1. OVERVIEW OF THE JOB

Operation codes:

- 57-55-13-640-801-01 LH wing
- 57-55-13-640-801-02 RH wing

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 27-00-00-910-801	FLIGHT CONTROL SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
• 27-50-00-860-802	EXTENSION / RETRACTION OF THE SLATS / FLAPS FOR MAINTENANCE
• 29-00-00-860-801	PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC SYSTEMS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TF50B27002A1	GREASING ADAPTER FOR FLAP ROLLERS	

C. Ingredients and Consumable Products

Designation	Additional designation
• P-D-680B	WHITE SPIRIT
• LUBRICATING OIL	
• SYNTHETIC GREASE	MIL-PRF-81322

D. Energy

- ELECTRICAL
- HYDRAULIC

E. Access

Reference	Designation
• 563AB	INBOARD FLAP LOWER SURFACE ACCESS DOOR
• 563BB	INBOARD FLAP LOWER SURFACE ACCESS DOOR
• 563DB	INBOARD FLAP LOWER SURFACE ACCESS DOOR
• 563EB	INBOARD FLAP LOWER SURFACE ACCESS DOOR
• 574AB	OUTBOARD FLAP LOWER SURFACE ACCESS DOOR
• 574BB	OUTBOARD FLAP LOWER SURFACE ACCESS DOOR
• 574DB	OUTBOARD FLAP LOWER SURFACE ACCESS DOOR
• 663AB	INBOARD FLAP LOWER SURFACE ACCESS DOOR

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **663BB** INBOARD FLAP LOWER SURFACE ACCESS DOOR
- **663DB** INBOARD FLAP LOWER SURFACE ACCESS DOOR
- **663EB** INBOARD FLAP LOWER SURFACE ACCESS DOOR
- **674AB** OUTBOARD FLAP LOWER SURFACE ACCESS DOOR
- **674BB** OUTBOARD FLAP LOWER SURFACE ACCESS DOOR
- **674DB** OUTBOARD FLAP LOWER SURFACE ACCESS DOOR

3. PRELIMINARY STEPS

- A. Obey the Flight Control System maintenance and safety precautions (Refer to **TASK 27-00-00-910-801**).
- B. Remove track fairings and access doors (**563AB**), (**563BB**), (**563DB**), (**563EB**), (**574AB**), (**574BB**), (**574DB**) from the LH wing .
- C. Remove track fairings and access doors (**663AB**), (**663BB**), (**663DB**), (**663EB**), (**674AB**), (**674BB**) and (**674DB**) from the RH wing .
- D. Connect the electrical ground power unit (GPU) (Refer to **TASK 24-00-00-860-801**).
- E. Connect the hydraulic GPU to hydraulic system 2 (Refer to **TASK 29-00-00-860-801**).
- F. Full extension of flaps
 - (1) Energize the aircraft systems with the electrical GPU (Refer to **TASK 24-00-00-860-801**).
 - (2) Pressurize hydraulic system 2 from the hydraulic GPU (Refer to **TASK 29-00-00-860-801**).
 - (3) Fully extend the flaps alone (Refer to **TASK 27-50-00-860-802**).
 - (4) Cut off and drop the pressure in hydraulic system 2 from the hydraulic GPU (Refer to **TASK 29-00-00-860-801**).

NOTE: The slats can move if the pressure in hydraulic systems is not completely dropped.

 - (5) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).
- G. Inhibit the flap and slat deflections (Refer to **TASK 27-50-00-860-802**, paragraph "Operation on Slats and/or Flaps Extended").

4. CLEANING

Refer to **fig. 1**

- A. Using clean lint-free clothes, moistened with white spirit **P-D-680B**, clean the flap tracks (from track 1 to track 6).

5. GREASING/LUBRICATION

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

CAUTION: THE LUBRICATION OF CONTROL CABLE AND CABLE LUG OF FLAP POSITION POTENTIOMETERS (**L4DL**) AND (**R4DL**) IS PROHIBITED.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

A. Greasing of inboard flap rollers

NOTE: To grease the inboard flap rollers with greasing adapter (**TF50B27002A1**), it may be necessary to remove the spacers (2-fig. 2).

- (1) Remove the grease nipples (1-fig. 2) from spacers (2-fig. 2).
- (2) Remove the spacers (2-fig. 2) from the roller assemblies.
- (3) Install the grease nipples (1-fig. 2) directly on the roller assemblies.
- (4) Using greasing adapter for flap rollers (**TF50B27002A1**), grease the inboard flap rollers (see **fig. 1**, items 7 to 12) with **synthetic grease**.
- (5) Remove the grease nipples (1-fig. 2) from the roller assemblies.
- (6) Install the spacers (2-fig. 2) on the roller assemblies.
- (7) Position the grease nipples (1-fig. 2) on the spacers (2-fig. 2).
- (8) Screw the grease nipples (1-fig. 2) by hand until one or two threads maximum remain visible.
- (9) Tighten the grease nipples (1-fig. 2) by 3/4th turn.

B. Greasing of outboard flap rollers

Using greasing adapter for flap rollers (**TF50B27002A1**), grease the outboard flap rollers (see **fig. 1**, items 1 to 6) with **synthetic grease**.

C. Lubrication of flap tracks

Using a cloth moistened with **lubricating oil**, lubricate the flap tracks (from track 1 to track 6).

6. FINAL STEPS

A. Remove the flap and slat safeties (Refer to **TASK 27-50-00-860-802**, paragraph "Operation on Slats and/or Flaps Extended").

B. Full retraction of flaps

- (1) Energize the aircraft systems with the Electrical GPU (Refer to **TASK 24-00-00-860-801**).
- (2) Pressurize hydraulic system 2 from the Hydraulic GPU (Refer to **TASK 29-00-00-860-801**).
- (3) Fully retract the flaps alone (Refer to **TASK 27-50-00-860-802**).
- (4) Cut off and drop the pressure in hydraulic system 2 from the hydraulic GPU (Refer to **TASK 29-00-00-860-801**).
- (5) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).

C. Disconnect the hydraulic GPU (Refer to **TASK 29-00-00-860-801**).

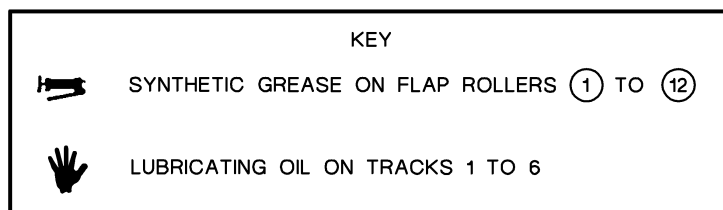
D. Disconnect the electrical GPU (Refer to **TASK 24-00-00-860-801**).

E. Install track fairings and access doors (**563AB**), (**563BB**), (**563DB**), (**563EB**), (**574AB**), (**574BB**), (**574DB**), on the LH wing.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- F. Install track fairings and access doors (**663AB**), (**663BB**), (**663DB**), (**663EB**), (**674AB**), (**674BB**) and (**674DB**), on the RH wing.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTE: LH WING ONLY IS ILLUSTRATED (SAME FOR RH WING)

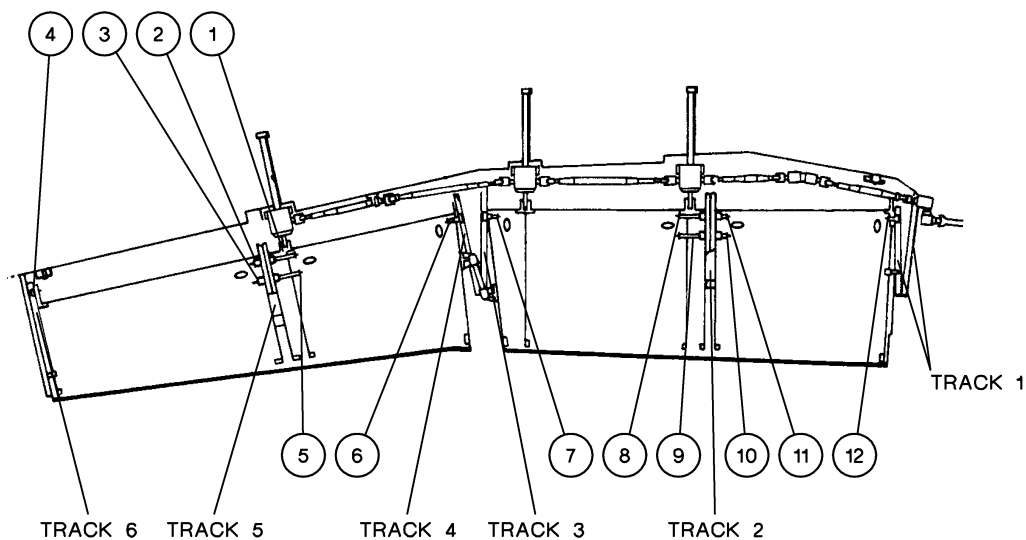
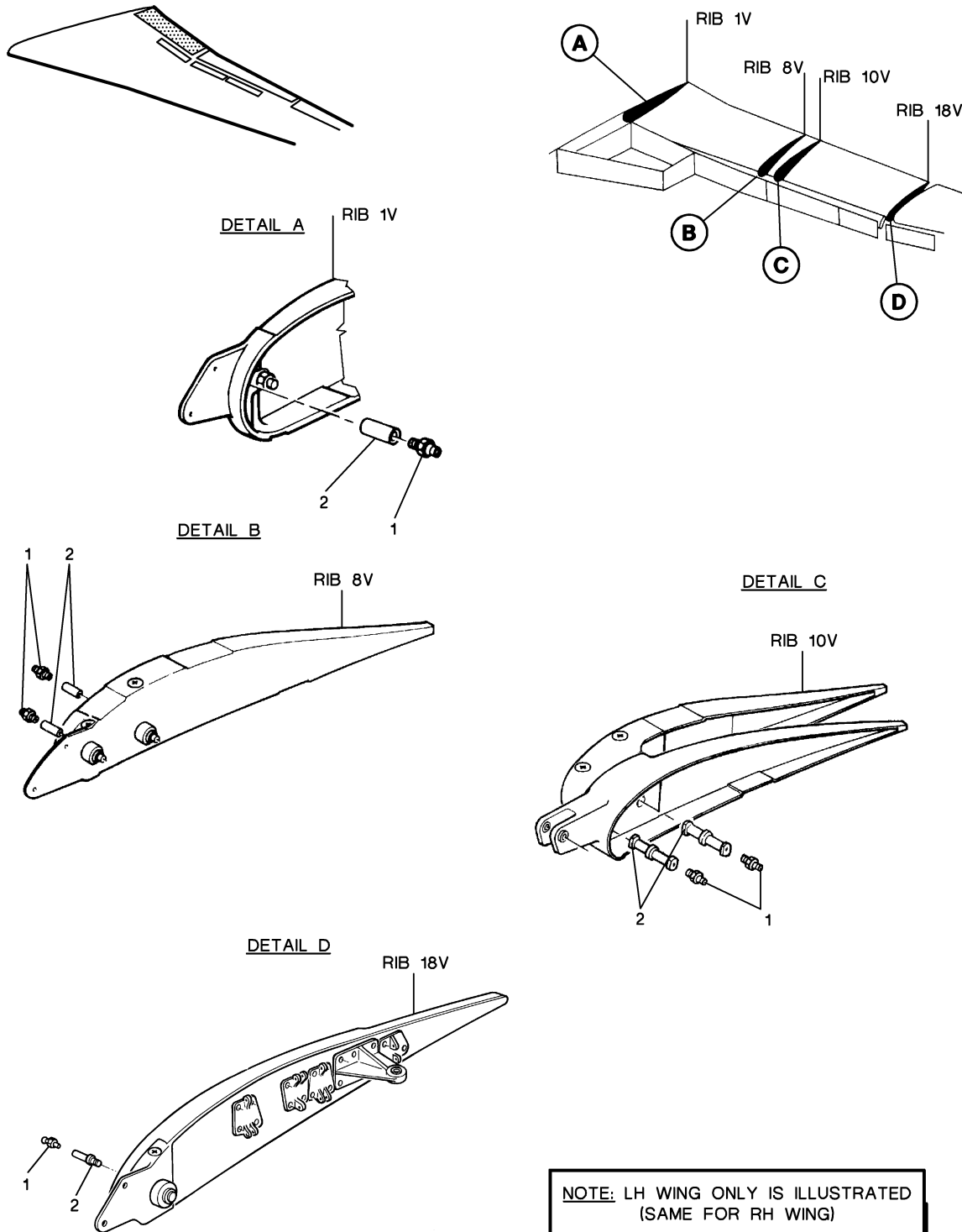


Figure 1: CLEANING/GREASING/LUBRICATION OF FLAP MECHANISMS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



**NOTE: LH WING ONLY IS ILLUSTRATED
(SAME FOR RH WING)**

Figure 2: INBOARD FLAP - GREASE NIPPLES

Project No: **BDHRN002**Job Card No **0105**

Notif.No.: 10049054

Activity: **1001**

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: **LUB Flap Rollers&Tracks**

ETOPS A/C: No RVSM A/C: No Warranty: - ATA: 57

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

563AB,563BB,563DB,563EB,574AB,574BB,574DB,663AB,663BB,663DB,663EB,674AB,674BB,674DB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069210 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: 57-55-13-640-801

Operator Code: 57-55-13-640-801-02

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.: **57-55-13-640-801-02**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
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>57-55-13-640-801-02 GREASING/LUBRICATION OF THE RIGHT WING FLAP ROLLERS AND TRACKS

REMARKS : _____

AMM 57-55-13-640-801 TO BE PERFORMED AFER FLYING THROUGH SAND OR VOLCANIC ASH.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 57-55-13-640-801

GREASING / LUBRICATION OF FLAP ROLLERS AND TRACKS

1. OVERVIEW OF THE JOB

Operation codes:

- 57-55-13-640-801-01 LH wing
- 57-55-13-640-801-02 RH wing

2. LOGISTICS

A. References

Reference	Designation
• <u>24-00-00-860-801</u>	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• <u>27-00-00-910-801</u>	FLIGHT CONTROL SYSTEM MAINTENANCE AND SAFETY
	PRECAUTIONS
• <u>27-50-00-860-802</u>	EXTENSION / RETRACTION OF THE SLATS / FLAPS FOR
	MAINTENANCE
• <u>29-00-00-860-801</u>	PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC
	SYSTEMS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	
• <u>TF50B27002A1</u>	GREASING ADAPTER FOR FLAP ROLLERS	

C. Ingredients and Consumable Products

Designation	Additional designation
• <u>P-D-680B</u>	WHITE SPIRIT
• <u>LUBRICATING OIL</u>	
• <u>SYNTHETIC GREASE</u>	MIL-PRF-81322

D. Energy

- ELECTRICAL
- HYDRAULIC

E. Access

Reference	Designation
• <u>563AB</u>	INBOARD FLAP LOWER SURFACE ACCESS DOOR
• <u>563BB</u>	INBOARD FLAP LOWER SURFACE ACCESS DOOR
• <u>563DB</u>	INBOARD FLAP LOWER SURFACE ACCESS DOOR
• <u>563EB</u>	INBOARD FLAP LOWER SURFACE ACCESS DOOR
• <u>574AB</u>	OUTBOARD FLAP LOWER SURFACE ACCESS DOOR
• <u>574BB</u>	OUTBOARD FLAP LOWER SURFACE ACCESS DOOR
• <u>574DB</u>	OUTBOARD FLAP LOWER SURFACE ACCESS DOOR
• <u>663AB</u>	INBOARD FLAP LOWER SURFACE ACCESS DOOR

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **663BB** INBOARD FLAP LOWER SURFACE ACCESS DOOR
- **663DB** INBOARD FLAP LOWER SURFACE ACCESS DOOR
- **663EB** INBOARD FLAP LOWER SURFACE ACCESS DOOR
- **674AB** OUTBOARD FLAP LOWER SURFACE ACCESS DOOR
- **674BB** OUTBOARD FLAP LOWER SURFACE ACCESS DOOR
- **674DB** OUTBOARD FLAP LOWER SURFACE ACCESS DOOR

3. PRELIMINARY STEPS

- A. Obey the Flight Control System maintenance and safety precautions (Refer to **TASK 27-00-00-910-801**).
- B. Remove track fairings and access doors (**563AB**), (**563BB**), (**563DB**), (**563EB**), (**574AB**), (**574BB**), (**574DB**) from the LH wing .
- C. Remove track fairings and access doors (**663AB**), (**663BB**), (**663DB**), (**663EB**), (**674AB**), (**674BB**) and (**674DB**) from the RH wing .
- D. Connect the electrical ground power unit (GPU) (Refer to **TASK 24-00-00-860-801**).
- E. Connect the hydraulic GPU to hydraulic system 2 (Refer to **TASK 29-00-00-860-801**).
- F. Full extension of flaps
 - (1) Energize the aircraft systems with the electrical GPU (Refer to **TASK 24-00-00-860-801**).
 - (2) Pressurize hydraulic system 2 from the hydraulic GPU (Refer to **TASK 29-00-00-860-801**).
 - (3) Fully extend the flaps alone (Refer to **TASK 27-50-00-860-802**).
 - (4) Cut off and drop the pressure in hydraulic system 2 from the hydraulic GPU (Refer to **TASK 29-00-00-860-801**).

NOTE: The slats can move if the pressure in hydraulic systems is not completely dropped.

 - (5) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).
- G. Inhibit the flap and slat deflections (Refer to **TASK 27-50-00-860-802**, paragraph "Operation on Slats and/or Flaps Extended").

4. CLEANING

Refer to **fig. 1**

- A. Using clean lint-free clothes, moistened with white spirit **P-D-680B**, clean the flap tracks (from track 1 to track 6).

5. GREASING/LUBRICATION

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

CAUTION: THE LUBRICATION OF CONTROL CABLE AND CABLE LUG OF FLAP POSITION POTENTIOMETERS (**L4DL**) AND (**R4DL**) IS PROHIBITED.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

A. Greasing of inboard flap rollers

NOTE: To grease the inboard flap rollers with greasing adapter (**TF50B27002A1**), it may be necessary to remove the spacers (2-fig. 2).

- (1) Remove the grease nipples (1-fig. 2) from spacers (2-fig. 2).
- (2) Remove the spacers (2-fig. 2) from the roller assemblies.
- (3) Install the grease nipples (1-fig. 2) directly on the roller assemblies.
- (4) Using greasing adapter for flap rollers (**TF50B27002A1**), grease the inboard flap rollers (see **fig. 1**, items 7 to 12) with **synthetic grease**.
- (5) Remove the grease nipples (1-fig. 2) from the roller assemblies.
- (6) Install the spacers (2-fig. 2) on the roller assemblies.
- (7) Position the grease nipples (1-fig. 2) on the spacers (2-fig. 2).
- (8) Screw the grease nipples (1-fig. 2) by hand until one or two threads maximum remain visible.
- (9) Tighten the grease nipples (1-fig. 2) by 3/4th turn.

B. Greasing of outboard flap rollers

Using greasing adapter for flap rollers (**TF50B27002A1**), grease the outboard flap rollers (see **fig. 1**, items 1 to 6) with **synthetic grease**.

C. Lubrication of flap tracks

Using a cloth moistened with **lubricating oil**, lubricate the flap tracks (from track 1 to track 6).

6. FINAL STEPS

A. Remove the flap and slat safeties (Refer to **TASK 27-50-00-860-802**, paragraph "Operation on Slats and/or Flaps Extended").

B. Full retraction of flaps

- (1) Energize the aircraft systems with the Electrical GPU (Refer to **TASK 24-00-00-860-801**).
- (2) Pressurize hydraulic system 2 from the Hydraulic GPU (Refer to **TASK 29-00-00-860-801**).
- (3) Fully retract the flaps alone (Refer to **TASK 27-50-00-860-802**).
- (4) Cut off and drop the pressure in hydraulic system 2 from the hydraulic GPU (Refer to **TASK 29-00-00-860-801**).
- (5) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).

C. Disconnect the hydraulic GPU (Refer to **TASK 29-00-00-860-801**).

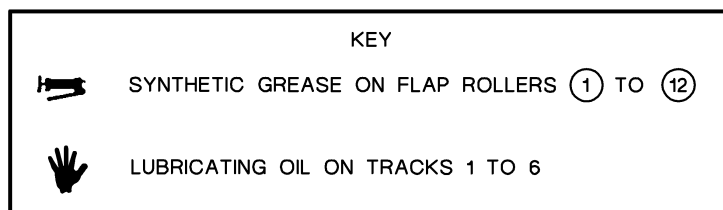
D. Disconnect the electrical GPU (Refer to **TASK 24-00-00-860-801**).

E. Install track fairings and access doors (**563AB**), (**563BB**), (**563DB**), (**563EB**), (**574AB**), (**574BB**), (**574DB**), on the LH wing.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- F. Install track fairings and access doors (**663AB**), (**663BB**), (**663DB**), (**663EB**), (**674AB**), (**674BB**) and (**674DB**), on the RH wing.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTE: LH WING ONLY IS ILLUSTRATED (SAME FOR RH WING)

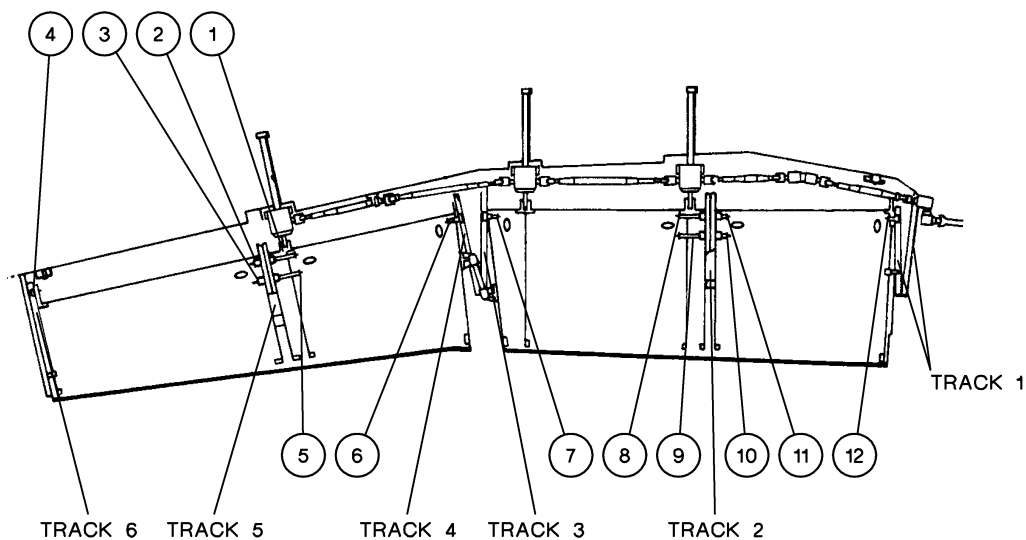
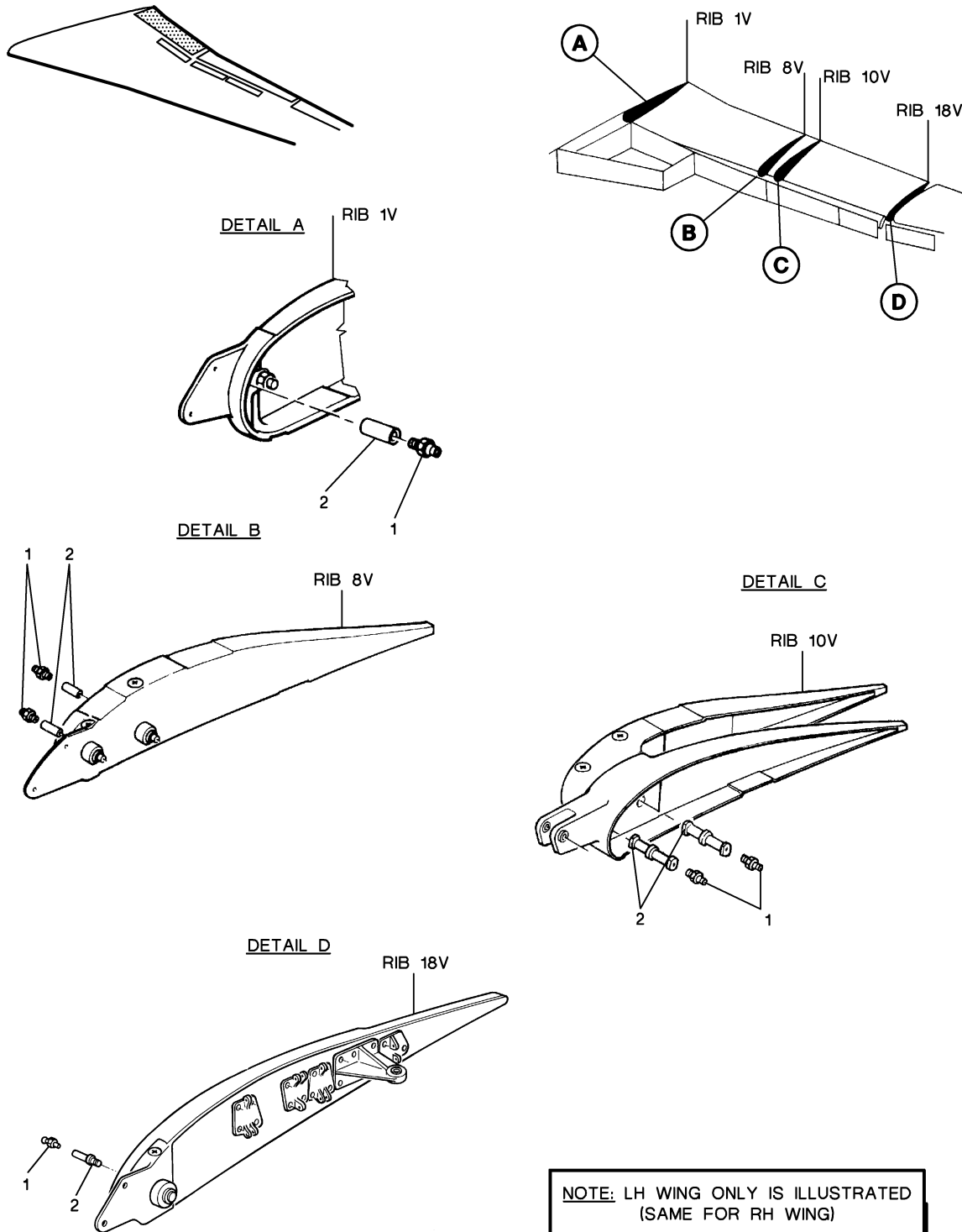


Figure 1: CLEANING/GREASING/LUBRICATION OF FLAP MECHANISMS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTE: LH WING ONLY IS ILLUSTRATED
(SAME FOR RH WING)

Figure 2: INBOARD FLAP - GREASE NIPPLES

Project No: **BDHRN002**Job Card No **0106**

Notif.No.: 10049118

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: **LUB Airbrake Hinges**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 57

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 500,600

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069241 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.

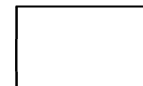
Defect Card Raised

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: 57-70-03-640-801

Operator Code: 57-70-03-640-801-01

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.: **27.400**

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
------	------	-----------------------

**>57-70-03-640-801- LUBRICATION OF THE AIRBRAKE HINGES
01**

REMARKS : _____

AMM 57-70-03-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 57-70-03-640-801 LUBRICATION OF THE AIRBRAKE HINGES

1. OVERVIEW OF THE JOB

Operation code: 57-70-03-640-801-01

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 27-00-00-910-801	FLIGHT CONTROL SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
• 27-60-00-860-801	EXTENSION / RETRACTION OF THE AIRBRAKES FOR MAINTENANCE
• 29-00-00-860-801	PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC SYSTEMS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	1

C. Ingredients and Consumable Products

Designation	Additional designation
• LUBRICATING OIL	

D. Energy

- ELECTRICAL
- HYDRAULIC

E. Access

Reference	Designation
• PAX	PASSENGER DOOR

3. PRELIMINARY STEPS

- A. Obey the Flight Control System maintenance and safety precautions (Refer to [TASK 27-00-00-910-801](#)).
- B. Extend the airbrakes (Refer to [TASK 27-60-00-860-801](#), paragraph "Extension").
- C. Inhibit airbrake deflection (Refer to [TASK 27-60-00-860-801](#), paragraph "Operation with Airbrakes Extended").

4. LUBRICATION OF HINGES

Refer to [fig. 1](#)

Project No: **BDHRN002**Job Card No **0044**

Notif.No.: 10049017

Activity: **1000**

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: **LUB R/H MLG & MLG Doors**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 100**Access Required for this task:**

741AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069323 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.

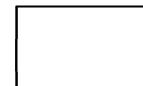
Defect Card Raised

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: 32-10-00-640-801

Operator Code: 32-10-00-640-801-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0107**

Notif.No.: 10049016

Activity: **1000**

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: **LUB L/H MLG & MLG Doors**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 700**Access Required for this task:**

731AB,741AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069267 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.

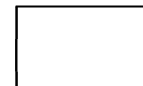
Defect Card Raised

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: 32-10-00-640-801

Operator Code: 32-10-00-640-801-01

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.: **32.010**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>32-10-00-640-801-01 LUBRICATION OF THE LH MAIN LANDING GEARS (MLG) AND MLG DOORS

REMARKS : _____

AMM 32-10-00-640-801

>32-10-00-640-801-02 LUBRICATION OF THE RH MAIN LANDING GEARS (MLG) AND MLG DOORS

REMARKS : _____

AMM 32-10-00-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 32-10-00-640-801 LUBRICATION OF THE MAIN LANDING GEARS (MLG) AND MLG DOORS

WARNING: HYDRAULIC AND ELECTRICAL POWER SUPPLIES ARE PROHIBITED THROUGHOUT THE FOLLOWING CHECKS.

1. OVERVIEW OF THE JOB

Operation codes:

- 32-10-00-640-801-01 LH MLG and doors
- 32-10-00-640-801-02 RH MLG and doors

Lubrication can be performed with A/C on its wheels or jacked up.

2. LOGISTICS

A. References

Reference	Designation
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• LUBRICATING OIL	
• SYNTHETIC GREASE	MIL-PRF-81322
• P-D-680B	WHITE SPIRIT

D. Access

Reference	Designation
• 731AB	LH MLG MAIN DOOR
• 741AB	RH MLG MAIN DOOR

E. Miscellaneous

- CLEAN CLOTHS (LOCAL PROCUREMENT)
- DRY COMPRESSED AIR (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS



- A. Manually open main L/G doors ([731AB](#)) and ([741AB](#)) (Refer to [TASK 32-10-00-860-801](#), paragraph "Manual Opening of Main Landing Gear Doors").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. LUBRICATION

Refer to **fig. 1**

- A. Clean grease nipples with **P-D-680B** and cloths.
- B. Blow dry with compressed air.
- C. Check grease nipples for condition.
- D. Lubricate indicated elements with **synthetic grease** and **lubricating oil**, as instructed in the legend.
- ◆
- E. Lubricate the hinge of the fairing door as follows:
 - (1) If the A/C is on wheels:
 - (a) Disconnect the fairing door (Refer to **TASK 32-12-00-220-802**).
 - (b) Using **lubricating oil**, lubricate the knuckle and the pin of the hinge.
During lubrication, actuate the fairing door to facilitate **lubricating oil** seepage into the hinge.
 - (c) Wipe excess of **lubricating oil** with clean cloths.
 - (d) Connect the fairing door (Refer to **TASK 32-12-00-220-802**).
 - (2) If the A/C is on jacks:
 - (a) Disconnect and remove the fairing door (Refer to **TASK 32-12-00-220-802**).
 - (b) Clean the hinge and the pin of the fairing door with **P-D-680B**.
 - (c) Blow dry with compressed air.
 - (d) Using **lubricating oil**, lubricate the knuckle and the pin of the hinge.
 - (e) Install and connect the fairing door (Refer to **TASK 32-12-00-220-802**).
 - (3) Lubricate the L/G strut lower bearing ball joint nipple
 - This nipple (1-fig. 1) provides grease to the shock absorber lower guiding ball joint.
NOTE: The amount of grease is sufficient when grease appears on the shock absorber sliding rod.
 - End the L/G locking roller greassing by manual coating with **synthetic grease**.

5. FINAL STEPS

- A. Manually close main L/G doors (**731AB**) and (**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Closing of Main Landing Gear Doors").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

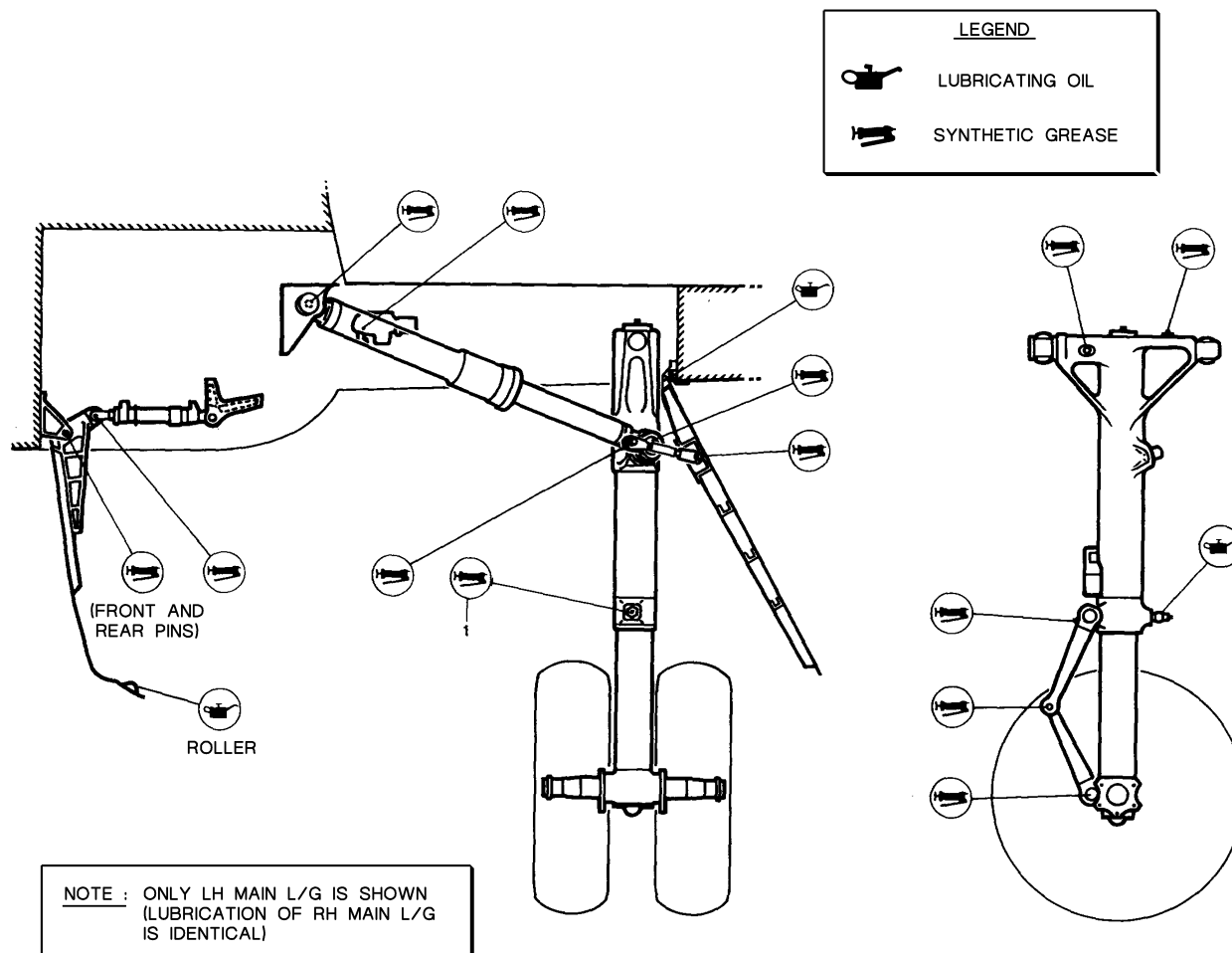


Figure 1: LUBRICATION OF MAIN L/G AND DOORS

Project No: **BDHRN002**Job Card No **0108**

Notif.No.: 10049018

Activity: **1000**

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: **LUB NLG & NLG Doors**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 700

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069268 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.

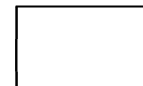
Defect Card Raised

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: 32-20-00-640-801

Operator Code: 32-20-00-640-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

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Print No: 1

Operator: **HERON AVIATION**

Work Card No.: **32.070**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>32-20-00-640-801- LUBRICATION OF THE NOSE LANDING GEAR (NLG) AND NLG
01 DOORS**

REMARKS : _____

AMM 32-20-00-640-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 32-20-00-640-801

LUBRICATION OF THE NOSE LANDING GEAR (NLG) AND NLG DOORS

WARNING: PRESURIZATION OF HYDRAULIC SYSTEMS IS FORBIDDEN DURING GREASING AND LUBRICATION OPERATIONS.

1. OVERVIEW OF THE JOB

Operation code: 32-20-00-640-801-01

NOTE: Lubrication can be performed with the aircraft on its wheels or jacked up.

2. LOGISTICS

A. Ingredients and Consumable Products

Designation

- **SYNTHETIC GREASE**
- **LUBRICATING OIL**
- **P-D-680B**

Additional designation

MIL-PRF-81322
MIL-L-6529
WHITE SPIRIT

3. LUBRICATION

Refer to **fig. 1**

- A. Clean grease nipples with **P-D-680B**. Check their condition.
- B. Lubricate the parts indicated on figure. Use appropriate type of lubricant, **synthetic grease** or **lubricating oil** as specified in legend.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

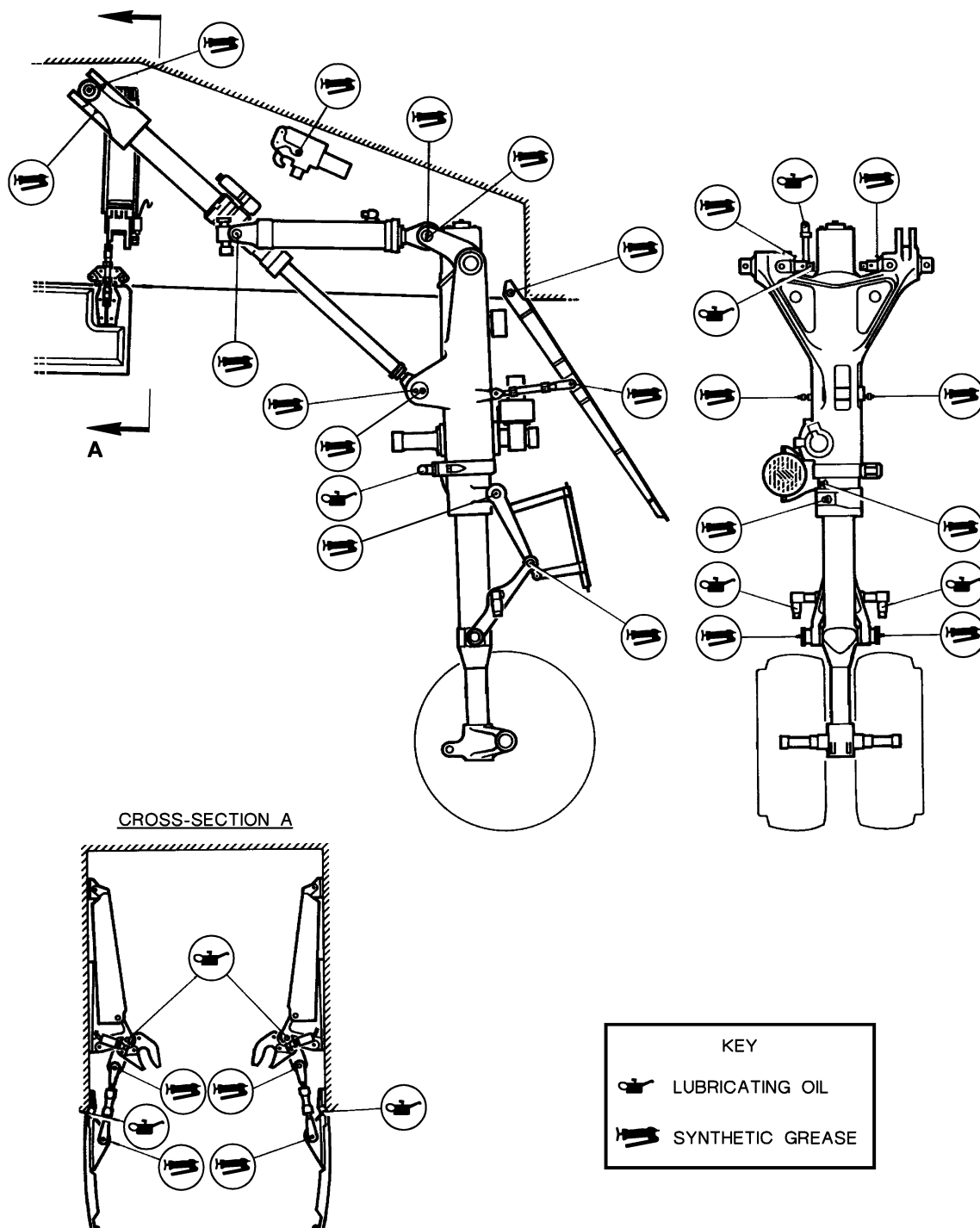


Figure 1: Lubrication of nose L/G and doors

Project No: **BDHRN002**Job Card No **0109**

Notif.No.: 10049096

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 NLG Uplock Box (13ga)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 700**Access Required for this task:**

711AB,712AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069264 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: 32-00-00-700-801-01

Operator Code: 32-00-00-700-801-01

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.: **32.170**

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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**>32-00-00-700-801- CHECK NOSE LANDING GEAR LEG UPLOCK
01**

REMARKS : _____

AMM 32-00-00-700-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 32-00-00-700-801 CHECK OF THE MLG AND NLG UPLOCK BOXES

1. OVERVIEW OF THE JOB

Operation codes:

- 32-00-00-700-801-01 NLG uplock box (**13GA**)
- 32-00-00-700-801-02 LH MLG uplock box (**L7GA**)
- 32-00-00-700-801-03 RH MLG uplock box (**R7GA**)

This check for correct operation forces of uplock boxes is only applicable for:

- NLG UPLOCK BOX P/N: C24245006-1 or C24245006-2,
- LH MLG UPLOCK BOX P/N: C24244007-1 or C24244007-2,
- RH MLG UPLOCK BOX P/N: C24245007-1 or C24245007-2.

2. LOGISTICS

A. References

Reference	Designation
• 32-10-00-700-801	CHECK OF ADJUSTMENT OF THE MAIN LANDING GEARS (MLG) AND MLG DOORS
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS
• 32-12-17-900-801	REMOVAL / INSTALLATION OF THE MLG UPLOCK BOXES
• 32-20-00-700-801	CHECK OF ADJUSTMENT OF THE NOSE LANDING GEAR (NLG) AND NLG DOORS
• 32-22-17-900-801	REMOVAL / INSTALLATION OF THE NLG UPLOCK BOX

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• TO-20-960	SPRING SCALE - CAPACITY 10 DAN (22.5 LBF)	

C. Energy

- ELECTRICAL
- HYDRAULIC

D. Access

Reference	Designation
• 731AB	LH MLG MAIN DOOR
• 741AB	RH MLG MAIN DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Manually open the main landing gear doors (**731AB**) and (**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Manual Opening of Main Landing Gear Doors").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. CHECK OF THE CONDITION OF UPLOCK BOX SPRINGS

Refer to **fig. 1**

CAUTION: THE DIRECTION OF THE FORCE APPLIED BY THE SPRING SCALE MUST BE PERPENDICULAR TO THE UPLOCK BOX DATUM LINE.

- A. Use the spring scale to push the hook (2) upper tip, applying the force perpendicularly to the datum line of landing gear leg uplock boxes (**13GA**), (**L7GA**) and (**R7GA**).
- B. Record the value "F1" of the initial force required for initiating the closing motion.
- C. Record the value "F2" of the force required for closing hook (2).
- D. Manually open the landing gear leg uplock boxes by actuating the lever (1) located on each landing gear leg uplock box (**13GA**), (**L7GA**) and (**R7GA**).
- E. Repeat operations 4.A. to 4.D. two more times and calculate the mean values for "F1" and "F2".
- F. Compare the mean values "F1" and "F2" with the values given in the following table.

		Initial force F1 required for initiating the closing motion		
		F1 < 2.5 daN (5.5 lbf)	2.5 daN (5.5 lbf) ≤ F1 < 3.4 daN (7.5 lbf)	F1 ≥ 3.4 daN (7.5 lbf)
Hook locking force F2	F2 < 3.8 daN (8.5 lbf)	Incorrect	Incorrect	Incorrect
	3.8 daN (8.5 lbf) ≤ F2 < 5.9 daN (13 lbf)	Incorrect	Incorrect	Correct
	F2 ≥ 5.9 daN (13 lbf)	Incorrect	Correct	Correct

NOTE 1: To use this table, select the column corresponding to the calculated mean value "F1" and select the row corresponding to the calculated mean value "F2". The state of the tested uplock box is indicated at the intersection of the column and the row.

NOTE 2: If the state of the tested uplock box is correct, the tested uplock box operates on both springs and it should not be replaced.
If the state of the tested uplock box is incorrect, the tested uplock box operates only on one spring and it must be replaced.

- G. If the calculated mean value(s) "F1" and/or "F2" is(are) incorrect:
 - (1) Send the relevant landing gear leg uplock box to an approved repair agent.
 - (2) For nose landing gear:
 - (a) Install nose landing gear leg uplock box (Refer to **TASK 32-22-17-900-801**).
 - (b) Check the adjustment of the nose landing gear (Refer to **TASK 32-20-00-700-801**, paragraph "Nose Gear Uplocking Check").
 - (3) For LH main landing gear:

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

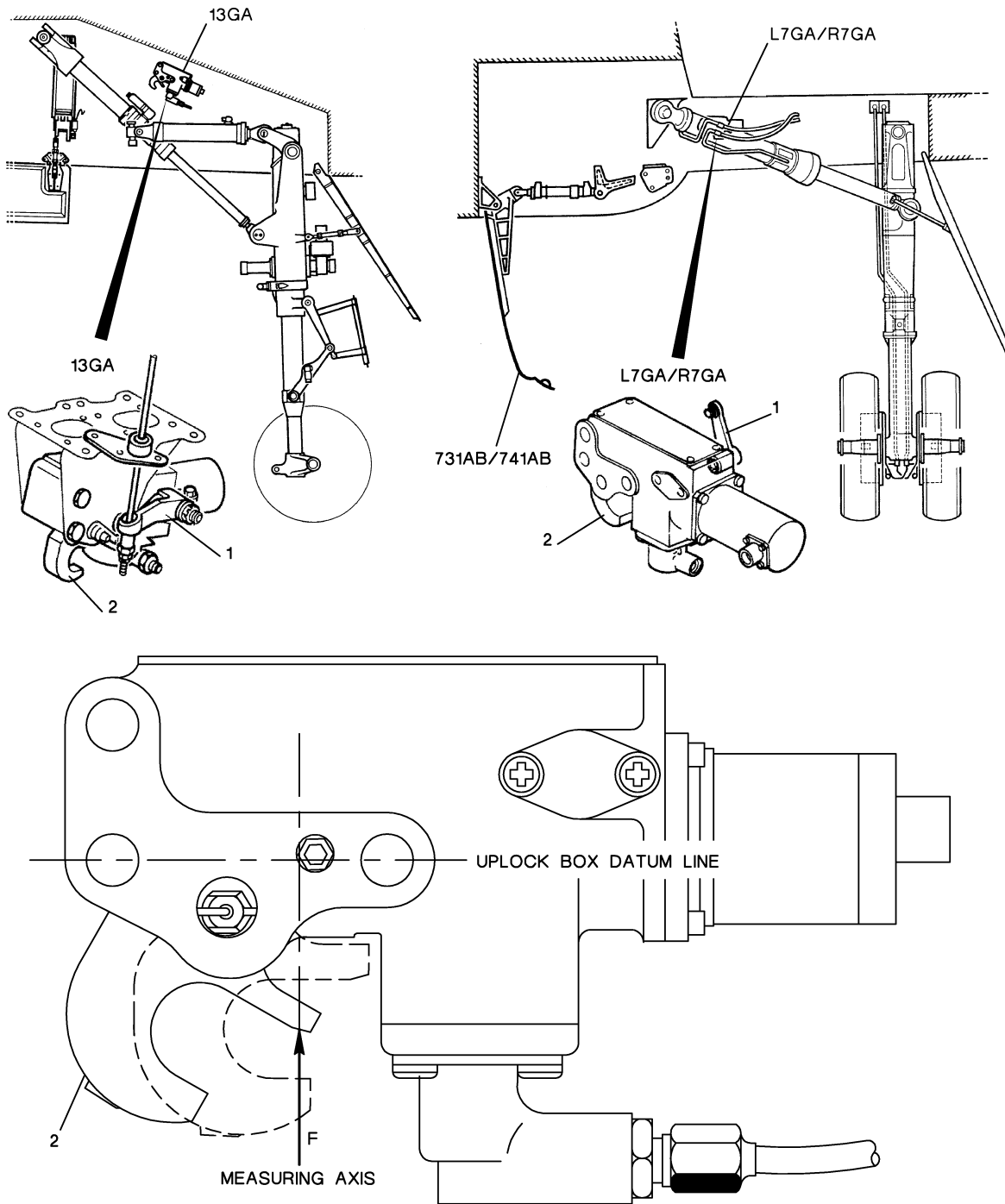
- (a) Install LH main landing gear leg uplock box (Refer to [TASK 32-12-17-900-801](#)).
- (b) Check the adjustment of the main landing gears (Refer to [TASK 32-10-00-700-801](#), paragraph "Check of L/G Main Door Uplocking").
- (4) For RH main landing gear:
 - (a) Install RH main landing gear leg uplock box (Refer to [TASK 32-12-17-900-801](#)).
 - (b) Check the adjustment of main landing gears (Refer to [TASK 32-10-00-700-801](#), paragraph "Check of L/G Main Door Uplocking").

5. FINAL STEPS

Refer to **fig. 1**

- A. Manually close the main landing gear doors (**731AB**) and (**741AB**) (Refer to [TASK 32-10-00-860-801](#), paragraph "Closing of Main Landing Gear Doors").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



CAUTION
FORCE DIRECTION MUST BE PERPENDICULAR
TO UPLOCK BOX DATUM LINE

Figure 1: Check of Landing Gear Uplock Boxes

Project No: **BDHRN002**Job Card No **0110**

Notif.No.: 10049097

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 LH MLG Uplock Box (I7ga)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 700**Access Required for this task:**

731AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069265 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: 32-00-00-700-801-02

Operator Code: 32-00-00-700-801-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0111**

Notif.No.: 10049098

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 RH MLG Uplock Box (r7ga)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 32

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 700**Access Required for this task:**

741AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069266 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: 32-00-00-700-801-03

Operator Code: 32-00-00-700-801-03

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.: **32.190**

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
------	------	-----------------------

**>32-00-00-700-801- CHECK LEFT MAIN LANDING GEAR LEG UPLOCK
02**

REMARKS : _____

AMM 32-00-00-700-801

**>32-00-00-700-801- CHECK RIGHT MAIN LANDING GEAR LEG UPLOCK
03**

REMARKS : _____

AMM 32-00-00-700-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 32-00-00-700-801 CHECK OF THE MLG AND NLG UPLOCK BOXES

1. OVERVIEW OF THE JOB

Operation codes:

- 32-00-00-700-801-01 NLG uplock box (**13GA**)
- 32-00-00-700-801-02 LH MLG uplock box (**L7GA**)
- 32-00-00-700-801-03 RH MLG uplock box (**R7GA**)

This check for correct operation forces of uplock boxes is only applicable for:

- NLG UPLOCK BOX P/N: C24245006-1 or C24245006-2,
- LH MLG UPLOCK BOX P/N: C24244007-1 or C24244007-2,
- RH MLG UPLOCK BOX P/N: C24245007-1 or C24245007-2.

2. LOGISTICS

A. References

Reference	Designation
• 32-10-00-700-801	CHECK OF ADJUSTMENT OF THE MAIN LANDING GEARS (MLG) AND MLG DOORS
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS
• 32-12-17-900-801	REMOVAL / INSTALLATION OF THE MLG UPLOCK BOXES
• 32-20-00-700-801	CHECK OF ADJUSTMENT OF THE NOSE LANDING GEAR (NLG) AND NLG DOORS
• 32-22-17-900-801	REMOVAL / INSTALLATION OF THE NLG UPLOCK BOX

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• TO-20-960	SPRING SCALE - CAPACITY 10 DAN (22.5 LBF)	

C. Energy

- ELECTRICAL
- HYDRAULIC

D. Access

Reference	Designation
• 731AB	LH MLG MAIN DOOR
• 741AB	RH MLG MAIN DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Manually open the main landing gear doors (**731AB**) and (**741AB**) (Refer to **TASK 32-10-00-860-801**, paragraph "Manual Opening of Main Landing Gear Doors").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. CHECK OF THE CONDITION OF UPLOCK BOX SPRINGS

Refer to **fig. 1**

CAUTION: THE DIRECTION OF THE FORCE APPLIED BY THE SPRING SCALE MUST BE PERPENDICULAR TO THE UPLOCK BOX DATUM LINE.

- A. Use the spring scale to push the hook (2) upper tip, applying the force perpendicularly to the datum line of landing gear leg uplock boxes (**13GA**), (**L7GA**) and (**R7GA**).
- B. Record the value "F1" of the initial force required for initiating the closing motion.
- C. Record the value "F2" of the force required for closing hook (2).
- D. Manually open the landing gear leg uplock boxes by actuating the lever (1) located on each landing gear leg uplock box (**13GA**), (**L7GA**) and (**R7GA**).
- E. Repeat operations 4.A. to 4.D. two more times and calculate the mean values for "F1" and "F2".
- F. Compare the mean values "F1" and "F2" with the values given in the following table.

		Initial force F1 required for initiating the closing motion		
		F1 < 2.5 daN (5.5 lbf)	2.5 daN (5.5 lbf) ≤ F1 < 3.4 daN (7.5 lbf)	F1 ≥ 3.4 daN (7.5 lbf)
Hook locking force F2	F2 < 3.8 daN (8.5 lbf)	Incorrect	Incorrect	Incorrect
	3.8 daN (8.5 lbf) ≤ F2 < 5.9 daN (13 lbf)	Incorrect	Incorrect	Correct
	F2 ≥ 5.9 daN (13 lbf)	Incorrect	Correct	Correct

NOTE 1: To use this table, select the column corresponding to the calculated mean value "F1" and select the row corresponding to the calculated mean value "F2". The state of the tested uplock box is indicated at the intersection of the column and the row.

NOTE 2: If the state of the tested uplock box is correct, the tested uplock box operates on both springs and it should not be replaced.
If the state of the tested uplock box is incorrect, the tested uplock box operates only on one spring and it must be replaced.

- G. If the calculated mean value(s) "F1" and/or "F2" is(are) incorrect:
 - (1) Send the relevant landing gear leg uplock box to an approved repair agent.
 - (2) For nose landing gear:
 - (a) Install nose landing gear leg uplock box (Refer to **TASK 32-22-17-900-801**).
 - (b) Check the adjustment of the nose landing gear (Refer to **TASK 32-20-00-700-801**, paragraph "Nose Gear Uplocking Check").
 - (3) For LH main landing gear:

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

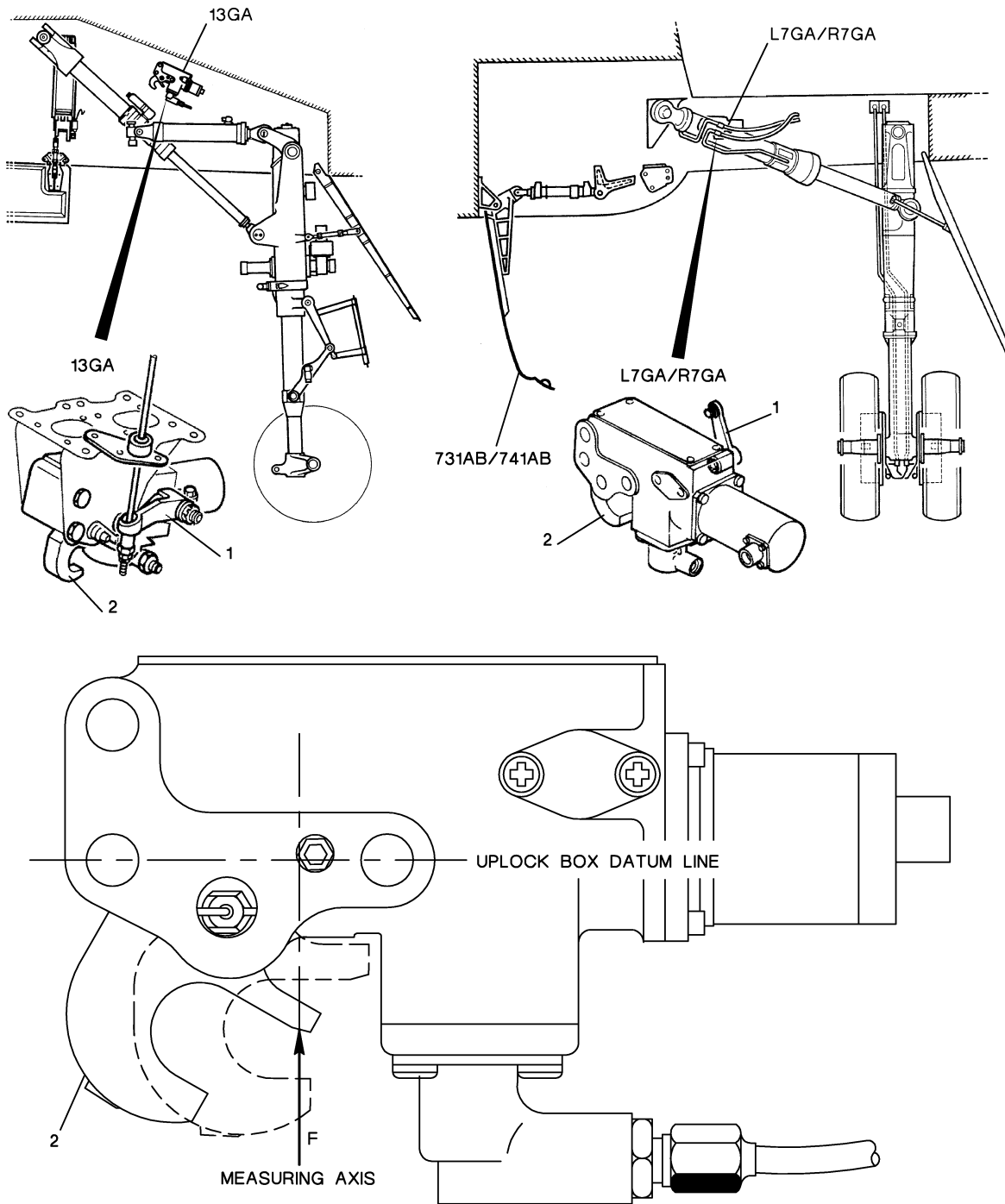
- (a) Install LH main landing gear leg uplock box (Refer to [TASK 32-12-17-900-801](#)).
- (b) Check the adjustment of the main landing gears (Refer to [TASK 32-10-00-700-801](#), paragraph "Check of L/G Main Door Uplocking").
- (4) For RH main landing gear:
 - (a) Install RH main landing gear leg uplock box (Refer to [TASK 32-12-17-900-801](#)).
 - (b) Check the adjustment of main landing gears (Refer to [TASK 32-10-00-700-801](#), paragraph "Check of L/G Main Door Uplocking").

5. FINAL STEPS

Refer to **fig. 1**

- A. Manually close the main landing gear doors (**731AB**) and (**741AB**) (Refer to [TASK 32-10-00-860-801](#), paragraph "Closing of Main Landing Gear Doors").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



CAUTION
FORCE DIRECTION MUST BE PERPENDICULAR
TO UPLOCK BOX DATUM LINE

Figure 1: Check of Landing Gear Uplock Boxes

Project No: **BDHRN002**Job Card No **0112**

Notif.No.: 10049066

Activity: **1002**

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: **INSP NLG Bay**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 53

Check Type: 1A+ Inspection

Work Center	
FALCON A/C	

Zone: 700**Access Required for this task:**

110AZ,711AB,712AB,713AB,714AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069229 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: 53-10-00-200-808

Operator Code: 53-10-00-200-808-01

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.: **53-10-00-200-808-01C**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	27-OCT-2012						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

53-10-00-200-808-01 ☐ INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

REMARKS : _____

AMM 53-10-00-200-808

>53-10-00-200-808-01C ☐ INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

CPCP

REMARKS : _____

AMM 53-10-00-200-808

Operator: **HERON AVIATION**

Work Card No.: **53-10-00-200-808-01C**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

711AB LH LOWER DOORS DOOR

53-10-00-200-808-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

712AB LH LOWER DOORS DOOR

53-10-00-200-808-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

713AB LH LOWER DOORS DOOR

53-10-00-200-808-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

714AB LH LOWER DOORS DOOR

53-10-00-200-808-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

AREA SUMMARIES

L3 NOSE L/G AND COMPARTMENT

53-10-00-200-808-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

SOURCE SUMMARIES

956 MPD 05-10-53 PAGE NO.:PAGE 1/5 REF: 53-10 T12 SECTION AND NOSE CONE DATE: MAR 09/2012 2

53-10-00-200-808-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

956 MPD 05-15 ANNEX 1 PAGE NO.:1/2 REF: STANDARD AIRCRAFT BASELINE CPCP DATE: MAR 9/2012 2

53-10-00-200-808-01 INSPECTION OF THE NOSE LANDING GEAR (NLG) BAY

C

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 53-10-00-200-808 INSPECTION OF THE NLG BAY

WARNING: HYDRAULIC AND ELECTRICAL POWER SUPPLIES ARE PROHIBITED.

1. OVERVIEW OF THE JOB

Operation code: 53-10-00-200-808-01

2. LOGISTICS

A. References

Reference	Designation
• 20-32-00-910-802	ACCEPTANCE CRITERIA FOR HYDRAULIC LEAKS
• 20-90-00-200-801	INSPECTION / CHECK OF ELECTRICAL AND ELECTRONIC SYSTEMS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Access

Reference	Designation
• 110AZ	NLG WELL CEILING DOOR
• 711AB	NLG MAIN DOOR
• 712AB	NLG MAIN DOOR
• 713AB	NLG AUXILIARY SHIELD DOOR
• 714AB	NLG MAIN SHIELD DOOR

3. STRUCTURE

Refer to **fig. 3**

CAUTION: DETECTION OF A CRACK ENTAILS SYSTEMATIC REPAIR.

- IF A CRACK IS FOUND ON A RIVET, REPLACE THE RIVET (REFER TO SRM (REFER TO [SRM 51-40-04](#))).
- IF A CRACK IS FOUND ON THE SKIN, CONTACT THE MANUFACTURER.

- A. Check the paint for condition then check the structure for absence of corrosion, damage or cracks.
- B. Check that nose landing gear compartment top door ([110AZ](#)) is correctly locked.
- C. Check the safetying devices (lockwire or pin) for efficiency.
- D. Check the seals
 - (1) On the frame:
 - check the seal for absence of damage,
 - check the faying surface of the sealant bead at the forward edging.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (2) Check the condition of the seals on landing gear doors (**711AB**) and (**712AB**).
- E. For A/C without SB F900EX-216, check for corrosion under the seals, and reinstall them with improvement of sealing as per SB F900EX-216 .
- F. Check all the attaching screws of the attachment fitting of nose landing gear actuating cylinder (**500GA**). Particularly check the screws located at the rear of attachment fitting (1): there should be no cracks under their heads (**fig. 3**).

4. NOSE CONE AIR CONDITIONING SYSTEM (AT FRAME 0)

- A. Check that the suction orifice of nose cone fan (**3HQ**) is not clogged and check for presence and condition of the inlet protector.
- B. Check for presence of blanking covers on nose cone pressure measurement connector and pressure supply connector.
- C. Check that the orifice of butterfly control valve (**903HP**) is not clogged.

5. ELECTRICAL CIRCUITS

CAUTION: TAKE ALL REQUIRED SAFETY PRECAUTIONS WHEN CHECKING ELECTRICAL CIRCUITS (REFER TO **TASK 20-90-00-200-801)**

- A. Visually check the wiring looms and their attachments for:
- cleanliness,
 - visible deterioration,
 - ageing,
 - deterioration due to action of external agents,
 - overheating,
 - abrasion,
 - distortion,
 - marks.
- B. Check that the connectors are correctly connected and identified.

6. HYDRAULIC SYSTEMS

- A. Check the piping for:
- condition,
 - attachment,
 - tightening of clamps,
 - tightening of harnesses,
 - absence of friction against structure.
- B. Check the couplings and equipment items for leaks.

NOTE: For hydraulic leak tolerances (Refer to **TASK 20-32-00-910-802**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- C. Check that the hoses do not rub against the surrounding items of equipment.

7. NOSE LANDING GEAR AND NLG DOORS

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

NOTE: For hydraulic leak tolerances (Refer to **TASK 20-32-00-910-802**).

- A. Check taxi light (**4LR**) (**fig. 1**)

- (1) Visually check for:

- condition,
- security of attachment,
- correct connection of connector,
- cleanliness.

- (2) Check that the light transparency is not cracked or broken.

- B. Check nose landing gear leg (**3GF**) (**fig. 1**)

- (1) At the top of the leg, check that charging/filling valve (1) is fitted with a protective blank (2).

- (2) At the bottom of the box structure and of shock absorber (3)

- (a) Check for absence of traces of hydraulic fluid.

- (b) Check for presence of protective casing (4) on shock absorber HP charging valve (5).

- C. Check the following components for condition (**fig. 2**):

- nose landing gear leg (**3GF**) and electrical connections of nose landing gear leg proximity sensors (**3GF1**)/(**3GF2**),
- nose landing gear uplock box (**13GA**),
- nose landing gear leg actuator (**500GA**),
- nose landing gear drag brace (**11GA**),
- mechanism controlling doors (2) (**711AB**)/(**712AB**) and electrical connections of nose gear main door proximity sensors (**L3DG**)/(**R3DG**).

- D. Check the condition of the electrical connectors and that they are correctly connected to nose steering repeater box (**6GH**) and to nose steering system servo (**5GH**) (**fig. 2**).

- E. Check the electrical looms for condition:

- attachments,
- sheaths,
- supports.

- F. Check the hydraulic piping for condition:

- attachments,
- couplings,
- traces of friction,
- presence of hydraulic fluid.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- G. Check for hydraulic fluid leaks at the connection with all other equipment items.
- H. Check the middle arm of torque link for installation and the wheel tachometer connector for connection.
- I. Check towing lugs (6) and landing gear uplock (7) and door control rollers (8) for condition (**fig. 1**).
- J. Check the sliding rods for cleanliness (**fig. 2**):
 - shock absorber (1),
 - nose landing gear leg actuator (**500GA**),
 - nose landing gear drag brace (**11GA**).
- K. Check doors (**711AB**), (**712AB**), (**713AB**) and (**714AB**) for:
 - impact marks,
 - delamination.
 - attachment,
 - correct operation of linkage and hinges.
- L. Check the safetying devices for:
 - condition,
 - efficiency (pins, piping).
- M. Check the bonding braids for condition.

8. AIR DATA SYSTEM

- A. Check for absence of water in the air data circuit drain bowl.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

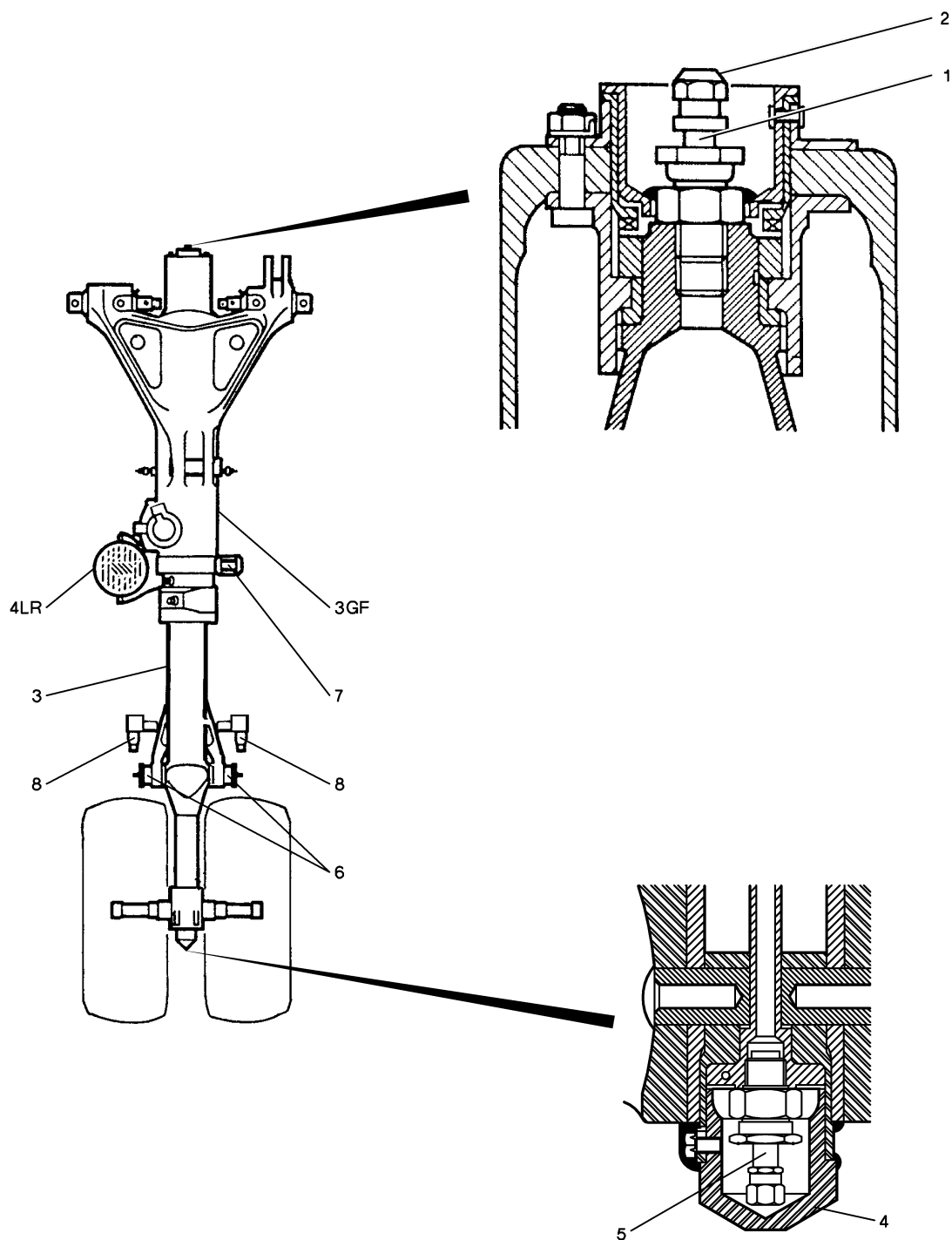


Figure 1: Location of Equipment Items of Nose Landing Gear

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

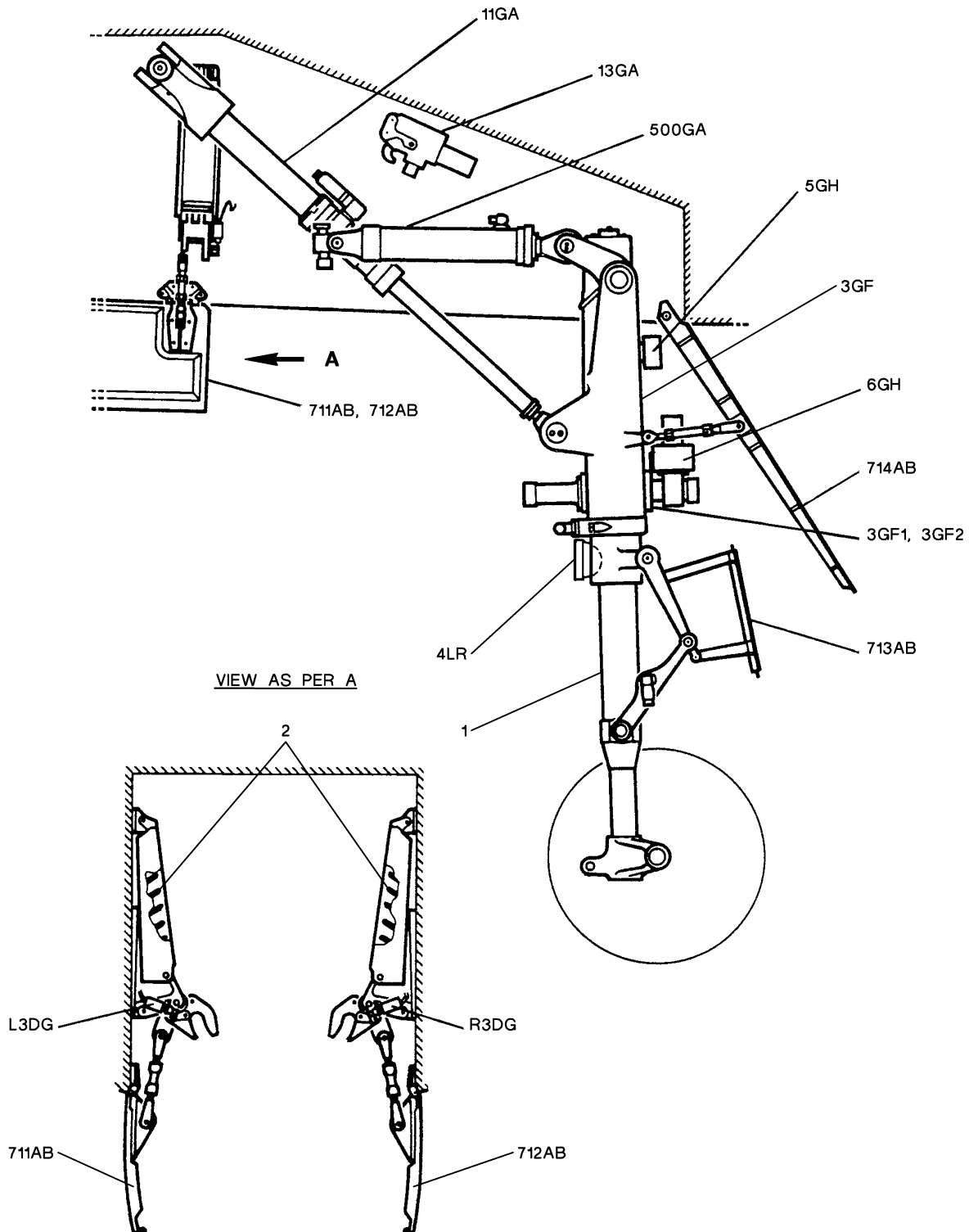


Figure 2: Nose Landing Gear and NLG Doors

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

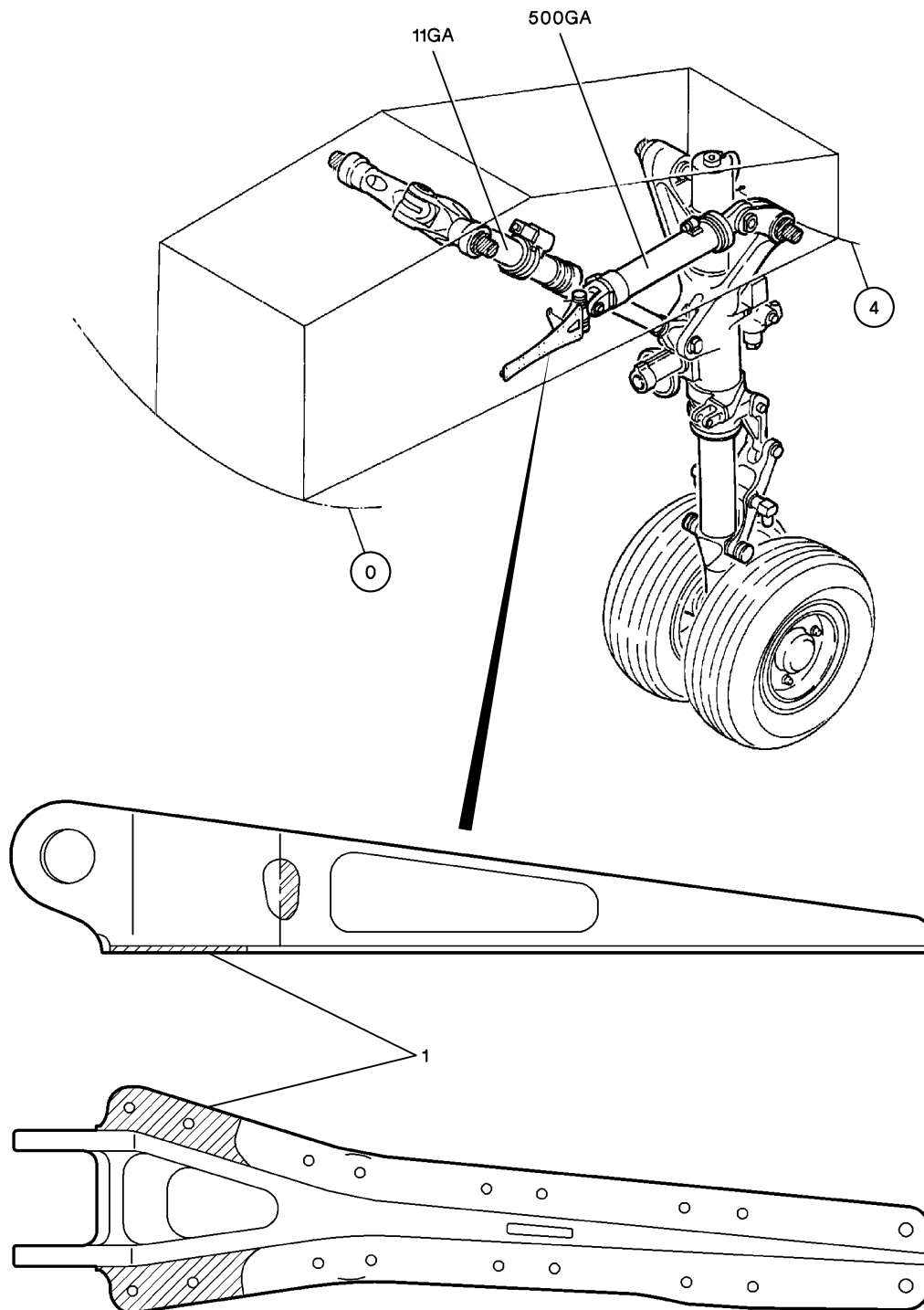


Figure 3: Visual Inspection of Attachment Fitting

Project No: **BDHRN002**Job Card No **0113**

Notif.No.: 10049245

Activity: **1050**

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: **INSP NLG Bay**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 53

Work Center	
FALCON A/C	

Zone: 700**Access Required for this task:**

110AZ,711AB,712AB,713AB,714AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069228 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: 53-10-00-200-808

Operator Code: 53-10-00-200-808-01C

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0114**

Notif.No.: 10049229

Activity: **1034**

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: MTX AVIO DEPT

Job Description: **Calibrate RAD/ALT 1 RX/TX(2sa)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 100**Access Required for this task:**

251BL

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069308 Operation: 0010 Phase: Routine - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-42-01-820-801-01

Operator Code: 34-42-01-820-801-01

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.: **34.280**
Serial No.: **096** Model: **FALCON 900EX**
Reg No.: **D-AHRN** Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-JAN-2013						
Accomplished							

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

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

34-42-01-900-801-01 NO. 1 RADIO-ALTIMETER TRANSCEIVER AMM 34-42-01-900-801

REASON REMOVED: (CHECK ONE) ☐ TIME EXPIRED ☐ FAILURE ☐ WORN ☐ LOANER ☐ SCHEDULING CONV
☐ MOD/UPGRADE ☐ SERVICE ☐ ENGINE CHANGE ☐ TIRE CHANGE ☐ SWAP/TRBLE SHOOT ☐ DAMAGED ☐ UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	7001840-932		S/N	0708D999		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE	MOS	WARRANTY TIME	MOS
	HRS		HRS	REPAIR	HRS	REMAINING	HRS
	LDGS		LDGS		LDGS		LDGS
				TECH:		INSP:	

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS	TIME	CONTINUE
		HRS.MINS	ACCRUED	TIME

#>34-42-01-820-801 CALIBRATION NO. 1 RADIO-ALTIMETER TRANSCEIVER
-01

RECORD DATE OF CALIBRATION ____/____/____

AMM
34-42-01-820-801,GEN
ERIC NO REF

REMARKS : _____

Operator: **HERON AVIATION**

Work Card No.: **34.280**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

251BL LH UPPER DOORS DOOR

34-42-01-900-801-01 NO. 1 RADIO-ALTIMETER TRANSCEIVER

252BR RH UPPER DOORS DOOR

34-42-01-900-801-01 NO. 1 RADIO-ALTIMETER TRANSCEIVER

AREA SUMMARIES

F4 PASSENGER CABIN

34-42-01-900-801-01 NO. 1 RADIO-ALTIMETER TRANSCEIVER

SOURCE SUMMARIES

956 MPD 05-20-34 PAGE NO.:PAGE 1/2 REF: 34-40 INDEPENDENT POSITION DETERMINING DATE: MAR 09/2012 2

34-42-01-820-801-01 CALIBRATION NO. 1 RADIO-ALTIMETER TRANSCEIVER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-42-01-900-801

REMOVAL / INSTALLATION AND ZERO GROUND ADJUSTMENT OF RADIO ALTIMETER RECEIVER / TRANSMITTER

1. OVERVIEW OF THE JOB

Operation codes:

- 34-42-01-900-801-01 radio altimeter 1 receiver/transmitter (**2SA**)
- 34-42-01-900-801-02 radio altimeter 2 receiver/transmitter (**22SA**)

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 53-60-01-900-801	REMOVAL / INSTALLATION OF THE FUSELAGE FAIRINGS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• TO-20-932	DIGITAL VOLTMETER	

C. Energy

- ELECTRICAL

D. Access

Reference	Designation
• PAX	PASSENGER DOOR
• 251BL	WING ROOT FRONT ACCESS DOOR
• 252BR	WING ROOT FRONT ACCESS DOOR

E. Miscellaneous

- ZERO HEIGHT ADJUSTMENT CABLE (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

- A. Remove fuselage fairing fillet (Refer to **TASK 53-60-01-900-801**) (**fig. 1**):

- (1) For radio altimeter 1 (**2SA**):
 - (**251BL**).
- (2) For radio altimeter 2 (**22SA**) (A/C with M 1875):
 - (**252BR**).

- B. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

4. REMOVAL OF RADIO ALTIMETER (2SA)/(22SA)

Refer to **fig. 1**

- A. Disconnect the aircraft cable from connector J1.
- B. Identify and disconnect the antenna cables from transmit and receive connectors J2 and J3.
- C. Remove screws (1) and washers (2) which secure radio altimeter (2SA) or (22SA) (A/C with M 1875)).
- D. Slightly pull radio altimeter (2SA) or (22SA) (A/C with M 1875)) to disconnect the strip connectors.
- E. Remove radio altimeter (2SA) or (22SA) (A/C with M 1875)).

5. INSTALLATION OF RADIO ALTIMETER (2SA)/(22SA)

Refer to **fig. 1**

- A. Make sure that the contact surfaces are clean with no corrosion.
- B. Make sure that the wiring insulating sleeves and the connectors on aircraft side and on RA side are in good condition:
 - No unwanted material in the connectors,
 - No cracks on the wiring insulating sleeves,
 - No pins bent,
 - No corrosion on the electrical connectors.
- C. Position radio altimeter (2SA) or (22SA) (A/C with M 1875)) on its support.
- D. Check that the radio altimeter strip connectors are exactly facing the support connectors.
- E. Push home radio altimeter (2SA) or (22SA) (A/C with M 1875)).
- F. Install washers (2) and screws (1) and check that the radio altimeter is safetied to its support.
- G. Connect the cables to transmit and receive connectors J2 and J3.
- H. Connect the aircraft cable to connector J1.
- I. Make sure that the wiring insulating sleeves do not rub against the aircraft structure.
- J. Perform a Zero Ground Adjustment (see paragraph 6.).

6. ZERO GROUND ADJUSTMENT

Refer to **fig. 1**

CAUTION: DO NOT APPLY POWER TO THE SYSTEM UNLESS THE ANTENNA OR A SUFFICIENT LOAD (50 OHM TERMINATION) IS CONNECTED TO THE TRANSMIT CONNECTOR. THE TWO ANTENNAS MUST BE CONNECTED TO DO THE ZERO HEIGHT ADJUSTMENT. IF THE ANTENNAS ARE NOT CONNECTED, THE RADIO ALTIMETER WILL BE DAMAGED.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: There are two ways to do the zero ground adjustment procedure. Method A is the recommended method because it supplies a more accurate adjustment of the zero height. Method B is the alternative method. If the cable shown in figure 3 is not available or cannot be fabricated, then use method B to adjust the zero height.

A. Use method A to adjust zero height as follows (**fig. 3**):

- (1) Connect the zero height adjustment cable in line with the aircraft cable and connector J1 of the radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)).
- (2) Make sure the transmit and receive connectors J2 and J3 of the radio altimeter are connected to the radio altimeter antennas (**3SA**)/(4SA) or (**23SA**)/(24SA) (A/C with M 1875)).
- (3) Connect the digital voltmeter (DVM) to the cable meter leads.
- (4) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- (5) Operate radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)) for a minimum of 15 minutes (warm-up period).
- (6) Adjust zero altitude adjustment to read 0 ± 2 mV indication on the DVM.

NOTE: Gain access to the potentiometer through a hole in the front panel of the radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)).

- (7) In the cockpit, on circuit breaker panel (**10PP**), disengage the relevant circuit breaker(s) (**fig. 2**):
 - "RAD ALT 1" (**1SA**),
 - "RAD ALT 2" (**21SA**) (A/C with M 1875).
- (8) Disconnect the zero height adjustment cable from connector J1 of the radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)).
- (9) In the cockpit, on circuit breaker panel (**10PP**), engage the relevant circuit breaker(s) (**fig. 2**):
 - "RAD ALT 1" (**1SA**),
 - "RAD ALT 2" (**21SA**) (A/C with M 1875).

B. Use method B to adjust zero height as follows:

- (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- (2) Operate radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)) for a minimum of 15 minutes (warm-up period).
- (3) Adjust zero altitude adjustment until a positive radio altitude shows on one of Primary Flight Display (PFD) (**L12FV**) or (**R12FV**) (**fig. 2**).

NOTE: Gain access to the potentiometer through a hole in the front panel of the radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)).

- (4) Adjust zero altitude adjustment for a zero foot display indication on one of PFD (**L12FV**) or (**R12FV**) (**fig. 2**).

C. Perform an operational test of the radio altimeter (**2SA**) or (**22SA**) (A/C with M 1875)) (Refer to **TASK 34-42-00-710-801**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

7. FINAL STEPS

- A. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with Electrical Ground Power Unit").
- B. Install fuselage fairing fillet (Refer to [TASK 53-60-01-900-801](#)) (**fig. 1**):
 - (1) For radio altimeter 1 ([2SA](#)):
 - ([251BL](#)).
 - (2) For radio altimeter 2 ([22SA](#)) (A/C with M 1875):
 - ([252BR](#)).
- C. Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

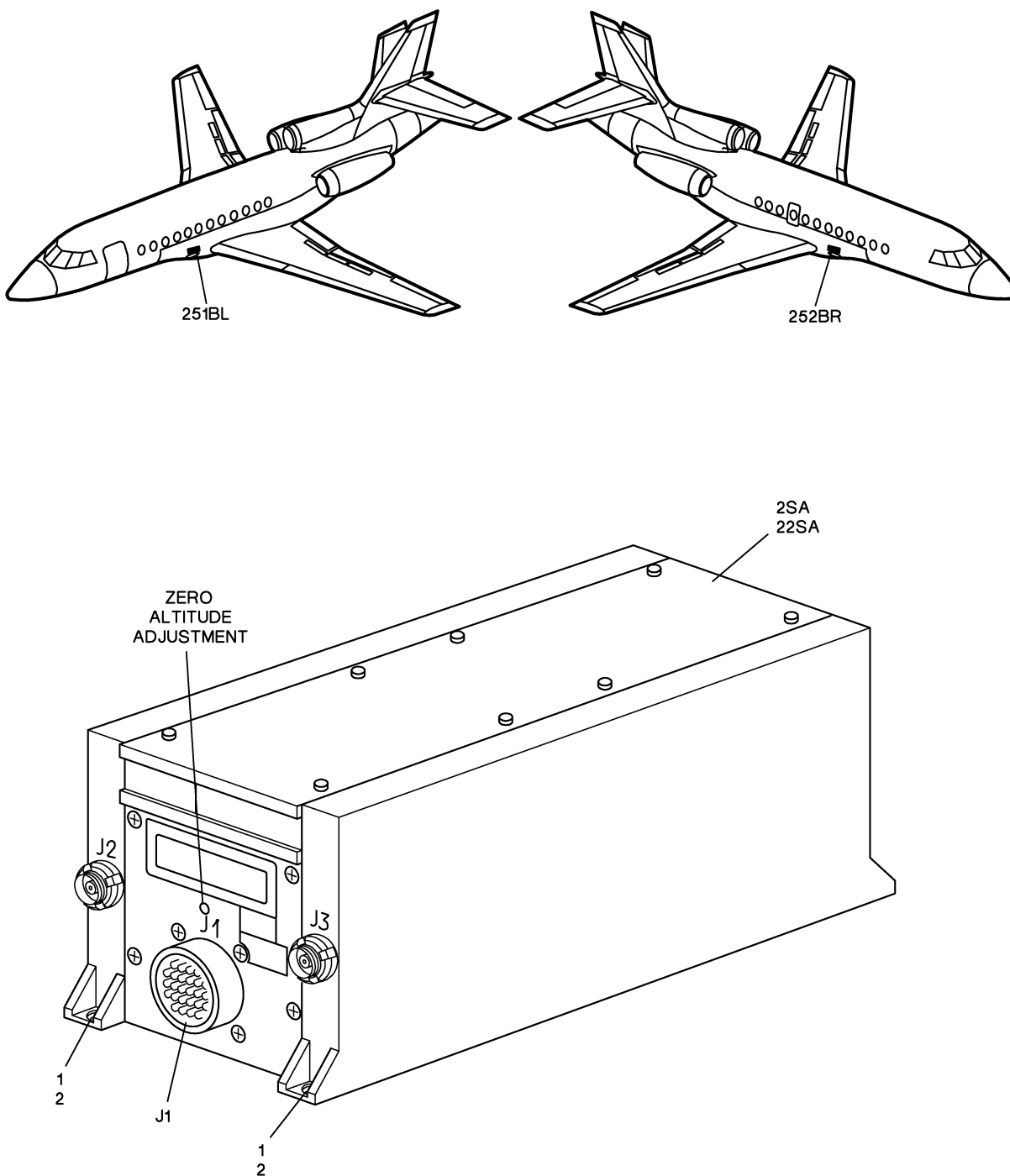


Figure 1: Removal/Installation of Radio Altimeter

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

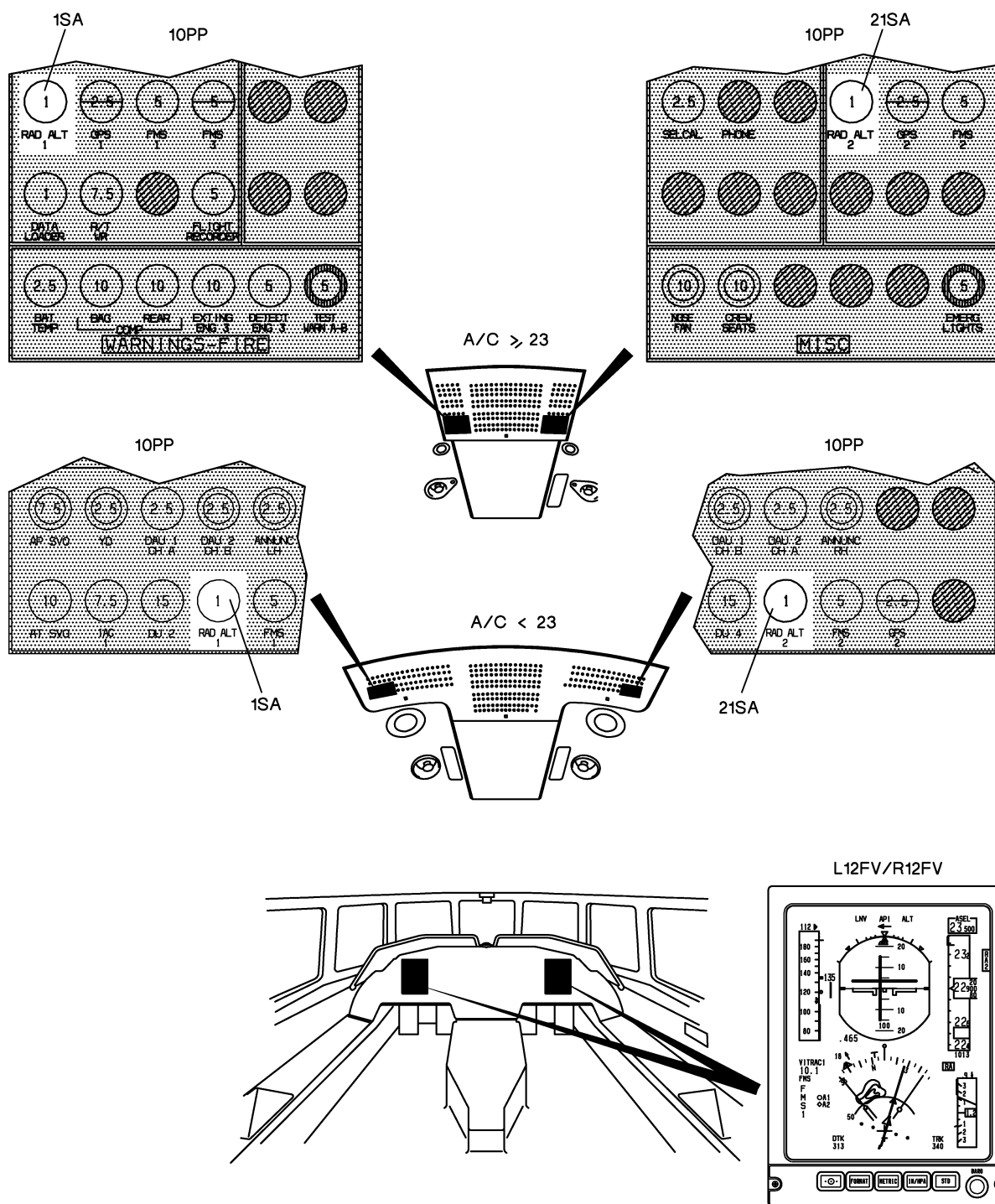
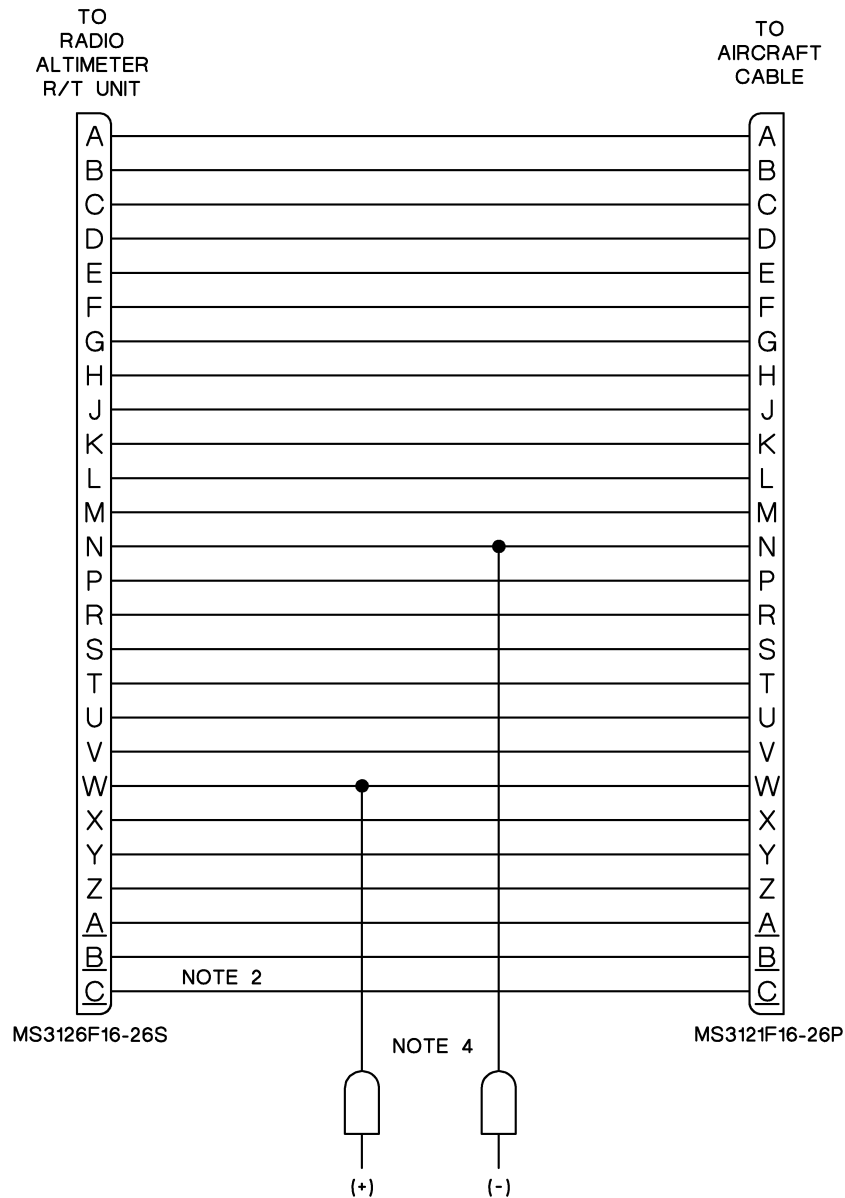


Figure 2: Location of Cockpit Controls

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



NOTES:

1. ALL WIRING 22 AWG, EXCEPT AS NOTED.
2. WIRING FOR PINS B AND C IS 20 AWG.
3. LENGTH OF CABLE IS SIX INCHES.
4. LENGTH OF DVM LEADS ARE AS REQUIRED.
CONNECT PLUG TO LEADS AS REQUIRED TO CONNECT TO DVM.

Figure 3: Radio Altimeter R/T Adjustment - DVM Pin Connection Location

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-42-01-820-801

CALIBRATION OF THE RADIO ALTIMETER RECEIVER / TRANSMITTER

1. OVERVIEW OF THE JOB

Operation codes:

- 34-42-01-820-801-01 radio altimeter 1 receiver/transmitter (**2SA**)
- 34-42-01-820-801-02 radio altimeter 2 receiver/transmitter (**22SA**)

This task consists in bench checking the radio altimeter receiver/transmitter (see Part 91, Appendix A).

This operation must be performed by an authorized Repair Agent.

For Removal/Installation of the radio altimeter receiver/transmitter, refer to the AMM (Refer to **TASK 34-42-01-900-801**).

2. LOGISTICS

A. References

Reference

- **34-42-01-900-801**

Designation

REMOVAL / INSTALLATION AND ZERO GROUND ADJUSTMENT OF
RADIO ALTIMETER RECEIVER / TRANSMITTER

Project No: **BDHRN002**Job Card No **0115**

Notif.No.: 10049231

Activity: **1036**

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: MTX AVIO DEPT

Job Description: **Calibrate VOR 1 (I3rs)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 100**Access Required for this task:**

210A

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069310 Operation: 0010 Phase: Routine - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-51-01-820-801-01

Operator Code: 34-51-01-820-801-01

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.: **34.400**
Serial No.: **096** Model: **FALCON 900EX**
Reg No.: **D-AHRN** Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	24-JAN-2013						
Accomplished							

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

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

345811	NO. 1 VOR/ILS/MARKER RECEIVER	GENERIC NO REF
--------	-------------------------------	----------------

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
--------------------------------	---------------------------------------	----------------------------------	-------------------------------	---------------------------------	------------------------------------------	--------------------------------------	----------------------------------	----------------------------------------	--------------------------------------	-------------------------------------------	----------------------------------	----------------------------------

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	622-7194-201		S/N	CTMW		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS		HRS		HRS
	LDGS		LDGS		LDGS		LDGS
						TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

#>**34-51-01-820-801 CALIBRATION NO. 1 VOR/ILS/MARKER RECEIVER**
-01

RECORD DATE OF CALIBRATION ____/____/____

AMM
34-51-01-820-801,GEN
ERIC NO REF

REMARKS :

NOTE: 24M FOR FAA A/C

Operator: **HERON AVIATION**

Work Card No.: **34.400**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

956 MPD 05-20-34 PAGE NO.:PAGE 2/2 REF: 34-50 DEPENDENT POSITION DETERMINING DATE: MAR 09/2012 2

34-51-01-820-801-01 CALIBRATION NO. 1 VOR/ILS/MARKER RECEIVER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-51-01-820-801 **CALIBRATION OF THE VOR / ILS / MARKER RECEIVERS**

1. OVERVIEW OF THE JOB

Operation codes:

- 34-51-01-820-801-01 VOR/ILS/Marker 1 receiver (**L3RS**)
- 34-51-01-820-801-02 VOR/ILS/Marker 2 receiver (**R3RS**)

This operation must be performed by an authorized Repair Agent.

The equipment must be bench checked according to the manufacturer's instructions (see Part 91, Appendix A).

Project No: **BDHRN002**Job Card No **0116**

Notif.No.: 10049207

Activity: **1012**

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: MTX AVIO DEPT

Job Description: RST Pilot Rechargeable Flashlight

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069351 Operation: 0010 Phase: Routine - scheduling activity Work Center: MTX AVIO DEPT
	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: 25-33-50-350-801-01S

Operator Code: 25-33-50-350-801-01S

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.: **25-33-50-350-801-01S**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	27-JAN-2013						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>25-33-50-350-801- RESTORATION PILOT FLASHLIGHT (DEEP CYCLE) (DME ONLY)
01S**

REMARKS : _____

GENERIC CMM

Project No: **BDHRN002**Job Card No **0117**

Notif.No.: 10049208

Activity: **1013**

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: MTX AVIO DEPT

Job Description: RST Co-Pilot Rechargeable Flashlight

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069352 Operation: 0010 Phase: Routine - scheduling activity Work Center: MTX AVIO DEPT
	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: 25-33-50-350-801-02S

Operator Code: 25-33-50-350-801-02S

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

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Print No: 1

Operator: **HERON AVIATION**

Work Card No.: **25-33-50-350-801-02S**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	27-JAN-2013						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>**25-33-50-350-801-02S** **RESTORATION COPILOT FLASHLIGHT (DEEP CYCLE) (DME ONLY)**

REMARKS : _____

GENERIC CMM

Operator: **HERON AVIATION**

Work Card No.: **25-33-50-350-801-02S**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

971 SMM 05-20-00 PAGE NO.:PAGE 2 REF: 25 - FLASHLIGHTS DATE: MAR 09/12 B

25-33-50-350-801-02 RESTORATION COPILOT FLASHLIGHT (DEEP CYCLE) (DME ONLY)
S

Operator: **HERON AVIATION**

Work Card No.: **25-33-50-350-801-02S**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

Procedural Text

25-33-50-350-801-02S

REFER TO APPLICABLE COMPONENT MAINTENANCE MANUAL (CMM) FOR PROCEDURE(S) .

Project No: **BDHRN002**Job Card No **0118**

Notif.No.: 10049062

Activity: **1002**

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: MTX AVIO DEPT

Job Description: **CHK Tot Press Prb Drain Holes**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Check Type: 1A+ Inspection

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069206 Operation: 0010 Phase: Routine - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-11-01-200-801

Operator Code: 34-11-01-200-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

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Print No: 1

Operator: **HERON AVIATION**

Work Card No.: **34.090**

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
------	------	-----------------------

>34-11-01-200-801-01 CHECK OF THE LEFT TOTAL PRESSURE PROBE DRAIN HOLES FOR CLOGGING

REMARKS :

AMM 34-11-01-200-801 NOTE: ALSO TO BE ACCOMPLISHED AFTER FLYING THROUGH SAN OR VOLCANIC ASH.

>34-11-01-200-801-03 CHECK OF STAND-BY TOTAL PRESSURE PROBE DRAIN HOLES FOR CLOGGING

REMARKS :

AMM 34-11-01-200-801 NOTE: ALSO TO BE ACCOMPLISHED AFTER FLYING THROUGH SAN OR VOLCANIC ASH.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-11-01-200-801

CHECK OF THE TOTAL PRESSURE PROBE DRAIN HOLES FOR CLOGGING

1. OVERVIEW OF THE JOB

Operation codes:

- 34-11-01-200-801-01 LH total pressure probe (**L4FL**)
- 34-11-01-200-801-02 RH total pressure probe (**R4FL**)
- 34-11-01-200-801-03 stand-by total pressure probe (**24FL**)

2. LOGISTICS

A. Tools and Ground Support Equipment

Reference	Designation	Quantity
• DFS33790-22	PITOT PROBES DRAIN HOLES CLEANING TOOL	

3. PRELIMINARY STEPS

- A. Get access to LH total pressure probe (**L4FL**)/(**R4FL**)/(**24FL**).
- B. Remove the protective cover.

4. CHECK

Refer to **fig. 1**

- A. Engage the cleaning tool in each of the two drain holes located 120° apart on the rear part of the probe tube.
- B. Check that the two holes are completely clear.

5. FINAL STEPS

- A. Install the probe protective cover.

Project No: **BDHRN002**Job Card No **0119**

Notif.No.: 10049063

Activity: **1002**

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: MTX AVIO DEPT

Job Description: **CHK Tot Press Prb Drain Holes**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Check Type: 1A+ Inspection

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069208 Operation: 0010 Phase: Routine - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

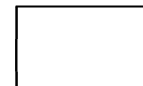
Defect Card Raised

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: 34-11-01-200-801

Operator Code: 34-11-01-200-801-02

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.: **34.550**

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
------	------	-----------------------

**>34-11-01-200-801- CHECK OF THE RIGHT TOTAL PRESSURE PROBE DRAIN
02 HOLES FOR CLOGGING**

REMARKS :

AMM 34-11-01-200-801 NOTE: ALSO TO BE ACCOMPLISHED AFTER FLYING THROUGH SAN OR VOLCANIC ASH.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-11-01-200-801

CHECK OF THE TOTAL PRESSURE PROBE DRAIN HOLES FOR CLOGGING

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|-----------------------------------------------|
| • 34-11-01-200-801-01 | LH total pressure probe (L4FL) |
| • 34-11-01-200-801-02 | RH total pressure probe (R4FL) |
| • 34-11-01-200-801-03 | stand-by total pressure probe (24FL) |

2. LOGISTICS

A. Tools and Ground Support Equipment

Reference	Designation	Quantity
• DFS33790-22	PITOT PROBES DRAIN HOLES CLEANING TOOL	

3. PRELIMINARY STEPS

- A. Get access to LH total pressure probe (**L4FL**)/(**R4FL**)/(**24FL**).
- B. Remove the protective cover.

4. CHECK

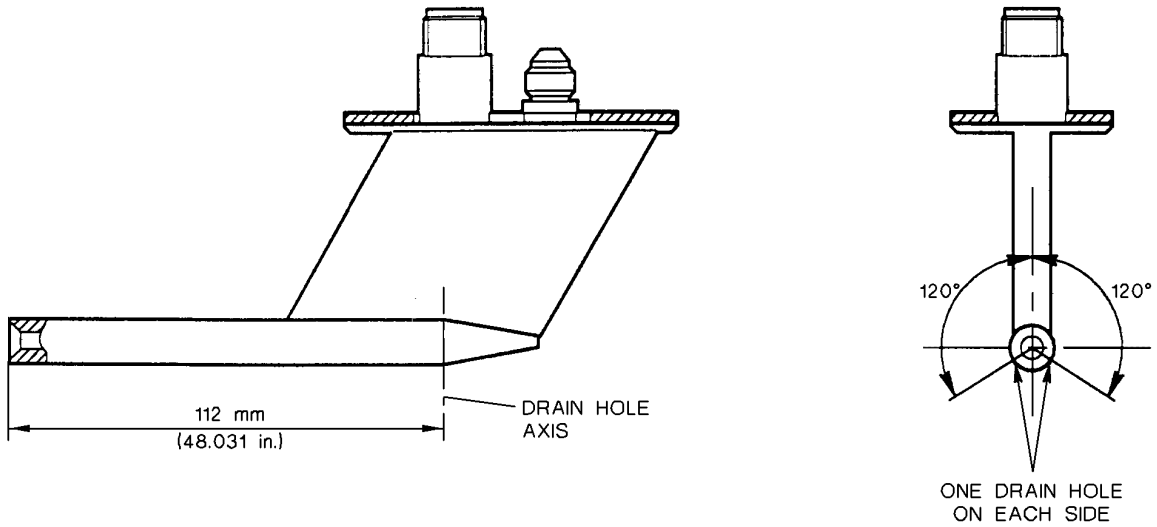
Refer to **fig. 1**

- A. Engage the cleaning tool in each of the two drain holes located 120° apart on the rear part of the probe tube.
- B. Check that the two holes are completely clear.

5. FINAL STEPS

- A. Install the probe protective cover.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



TOOL
DFS333790-22



DETAIL A

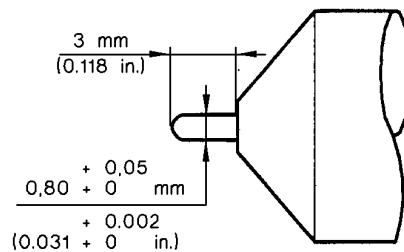


Figure 1: Check of Drain Holes

Project No: **BDHRN002**Job Card No **0121**

Notif.No.: 10049232

Activity: **1037**

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: MTX AVIO DEPT

Job Description: **Calibrate VOR2 (r3rs)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069311 Operation: 0010 Phase: Routine - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-51-01-820-801-02

Operator Code: 34-51-01-820-801-02

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.: **34.400**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	24-JAN-2013						
Accomplished							

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

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

345812	NO. 2 VOR/ILS/MARKER RECEIVER	GENERIC NO REF
--------	-------------------------------	----------------

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV		
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	622-7194-201		S/N	4846		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS		HRS		HRS
	LDGS		LDGS		LDGS		LDGS
				TECH:		INSP:	

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

#>**34-51-01-820-801 CALIBRATION NO. 2 VOR/ILS/MARKER RECEIVER**
-02

RECORD DATE OF CALIBRATION ____/____/____

GENERIC NO REF,AMM REMARKS :
34-51-01-820-801

NOTE: 24M FOR FAA A/C

Operator: **HERON AVIATION**

Work Card No.: **34.400**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

956 MPD 05-20-34 PAGE NO.:PAGE 2/2 REF: 34-50 DEPENDENT POSITION DETERMINING DATE: MAR 09/2012 2

34-51-01-820-801-02 CALIBRATION NO. 2 VOR/ILS/MARKER RECEIVER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-51-01-820-801 **CALIBRATION OF THE VOR / ILS / MARKER RECEIVERS**

1. OVERVIEW OF THE JOB

Operation codes:

- 34-51-01-820-801-01 VOR/ILS/Marker 1 receiver (**L3RS**)
- 34-51-01-820-801-02 VOR/ILS/Marker 2 receiver (**R3RS**)

This operation must be performed by an authorized Repair Agent.

The equipment must be bench checked according to the manufacturer's instructions (see Part 91, Appendix A).

Project No: **BDHRN002**Job Card No **0122**

Notif.No.: 10049113

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: MTX AVIO DEPT

Job Description: **CHK Nose Cone Elec Bonds**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 53

Check Type: 2A+ Inspection

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

210A

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069230 Operation: 0010 Phase: Routine - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

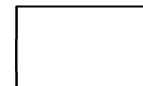
Defect Card Raised

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: 53-11-00-760-801

Operator Code: 53-11-00-760-801-01

Form No: JA-SAP-MTX-002

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Printed: 03.09.2012

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Print No: 1

Operator: **HERON AVIATION**

Work Card No.: **53.270**

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
------	------	-----------------------

**>53-11-00-760-801- CHECK OF THE NOSE CONE ELECTRICAL BONDING
01**

REMARKS : _____

AMM 53-11-00-760-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 53-11-00-760-801 **CHECK OF THE NOSE CONE ELECTRICAL BONDING**

1. OVERVIEW OF THE JOB

Operation code: 53-11-00-760-801-01

NOTE: The milliohmmeter used should have a 1% accuracy.

2. LOGISTICS

A. References

Reference	Designation
• 53-11-33-960-801	REPLACEMENT / REPAIR OF THE LIGHTNING ARRESTER STRIPS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• TO-20-510	MILLIOHMMETER	

C. Ingredients and Consumable Products

Designation	Additional designation
• CLEANER	

D. Access

Reference	Designation
• 210A	NOSE CONE

3. PRELIMINARY STEPS

- A. Open nose cone ([210A](#)).

4. VISUAL CHECK OF NOSE CONE BONDING

Refer to [fig. 1](#) and [fig. 2](#)

- A. Visually check lightning arrester strips (1) on the radome front section for:

- pitting,
- separation,
- damage of any kind.

If damage is found or if in doubt, repair or replace the radome lightning arrester strips (Refer to [TASK 53-11-33-960-801](#)).

- B. Make sure that the contact surface between electrical bonding lip seal (2) and frame 0 is perfectly clean and thus provides a good continuity with the structure.

If required, clean with [cleaner](#) the contact surfaces of electrical bonding lip seal (2), of bonding spring blades (3) at the rear of nose cone ([210A](#)) and contact surfaces on frame 0.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

5. MEASUREMENT OF THE ELECTRICAL BONDING RESISTANCE OF NOSE CONE (210A) (A/C WITH SINGLE-PIECE NOSE CONE)

Refer to **fig. 1**

NOTE: Since lightning arrester strips (1) have no electrical continuity, no measurement is possible to check their characteristics.

A. Internal electrical bonding resistance

- (1) Gain access to the bonding points where the internal continuity is to be measured:
 - bonded (conductive) seal (4) in contact with Brochier fabric (5) at radar partition (6),
 - bonding spring blade (3) at the rear of nose cone (210A).
- (2) Checking electrical bonding
 - (a) Use a milliohm meter in compliance with manufacturer's instructions.
 - (b) Measurement of the electrical bonding resistance across bonded (conductive) seal (4) and bonding spring blade (3), using a milliohm meter.

Connect the milliohm meter as follows:

 - negative probe tip to bonded (conductive) seal (4),
 - firmly apply positive probe tip to bonding spring blade (3).
 - (c) Record the electrical bonding resistance: the bonding resistance value R found must not exceed 25 mΩ.
 - (d) Perform the same measurement between each spring blade (3) and bonded (conductive) seal (4).
 - (e) Disconnect the milliohm meter.

B. External electrical bonding resistance

NOTE: The external electrical bonding resistance of nose cone (210A) cannot be measured.

6. MEASUREMENT OF THE ELECTRICAL BONDING RESISTANCE OF NOSE CONE (210A) (A/C WITH TWO-PIECE NOSE CONE)

Refer to **fig. 2**

NOTE: Since lightning arrester strips (1) have no electrical continuity, no measurement is possible to check their characteristics.

A. Internal electrical bonding resistance

- (1) Gain access to the bonding points where the internal continuity is to be measured:
 - bonded (conductive) seal (4) of radar partition (5),
 - bonding spring blade (3) at rear of nose cone (210A).
- (2) Checking electrical bonding
 - (a) Use a milliohm meter in compliance with manufacturer's instructions.
 - (b) Measurement of the electrical bonding resistance across bonded (conductive) seal (4) and bonding spring blade (3), using a milliohm meter.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

Connect the milliohm meter as follows:

- negative probe tip to bonded (conductive) seal (4),
- firmly apply positive probe tip to bonding spring blade (3).

- (c) Record the electrical bonding resistance: the bonding resistance value R found must not exceed 25 mΩ.
- (d) Perform the same measurement between each spring blade (3) and bonded (conductive) seal (4).
- (e) Disconnect the milliohm meter.

B. External electrical bonding resistance

- (1) Gain access to the bonding points where the external continuity is to be measured:
 - attaching screw (6) at the rear of lightning arrester strips (1),
 - bonding spring blade (3) at the rear of nose cone (210A).
- (2) Checking electrical bonding
 - (a) Use a milliohm meter in compliance with manufacturer's instructions.
 - (b) Measurement of the electrical bonding resistance across attaching screw (6) and bonding spring blade (3), using a milliohm meter.

Connect the milliohm meter as follows:

 - negative probe tip to attaching screw (6),
 - firmly apply positive probe tip to bonding spring blade (3).
 - (c) Record the electrical bonding resistance: the bonding resistance value R found must not exceed 25 mΩ.
 - (d) Disconnect the milliohm meter.

7. FINAL STEPS

CAUTION: WHEN CLOSING THE NOSE CONE, SLOW ITS DOWNWARD MOTION BEFORE IT REACHES THE BOTTOM STOP.

- A. Close nose cone (210A).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

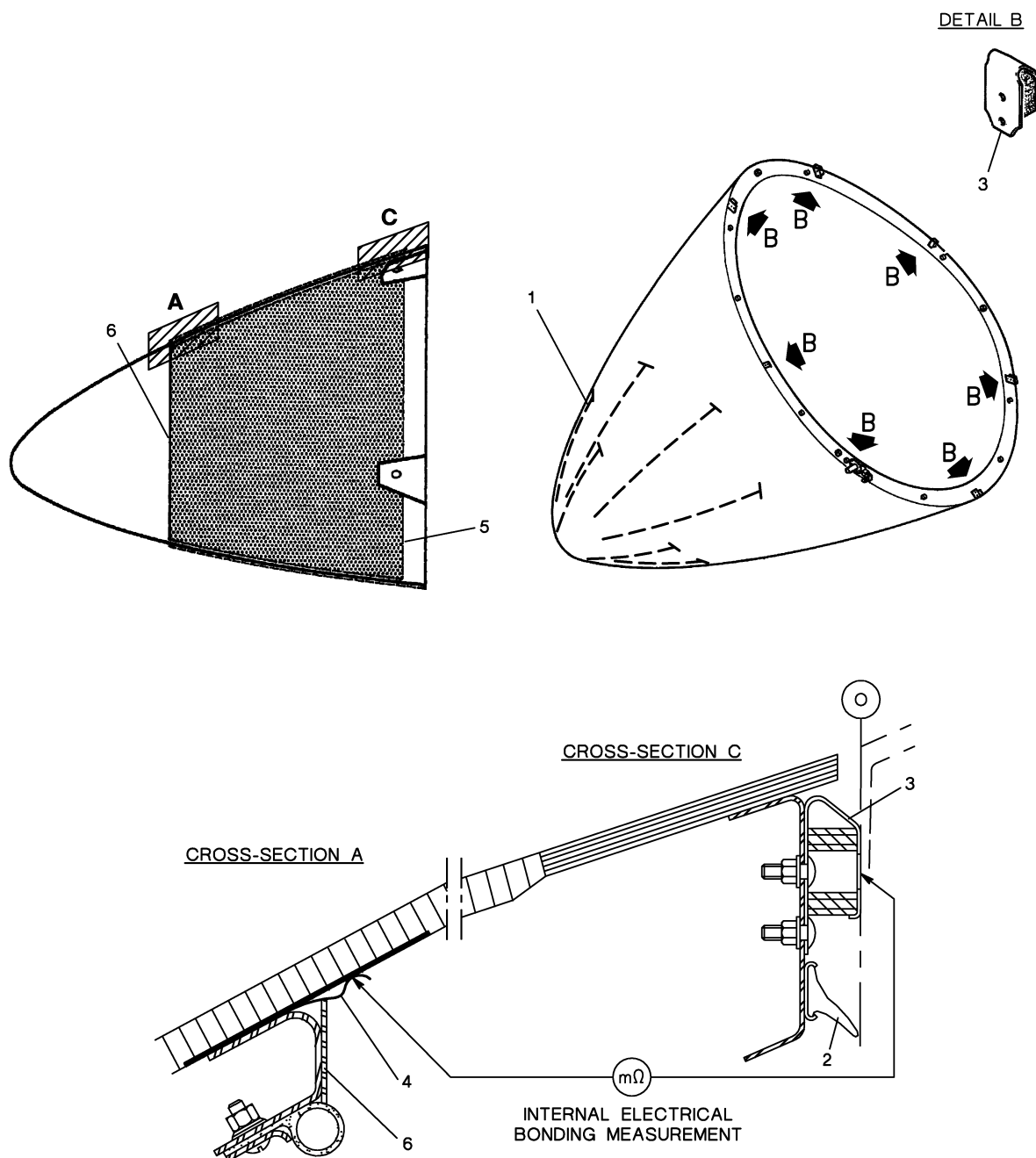


Figure 1: Nose Cone Bonding - Measurement Principle (A/C WITH SINGLE-PIECE NOSE CONE)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

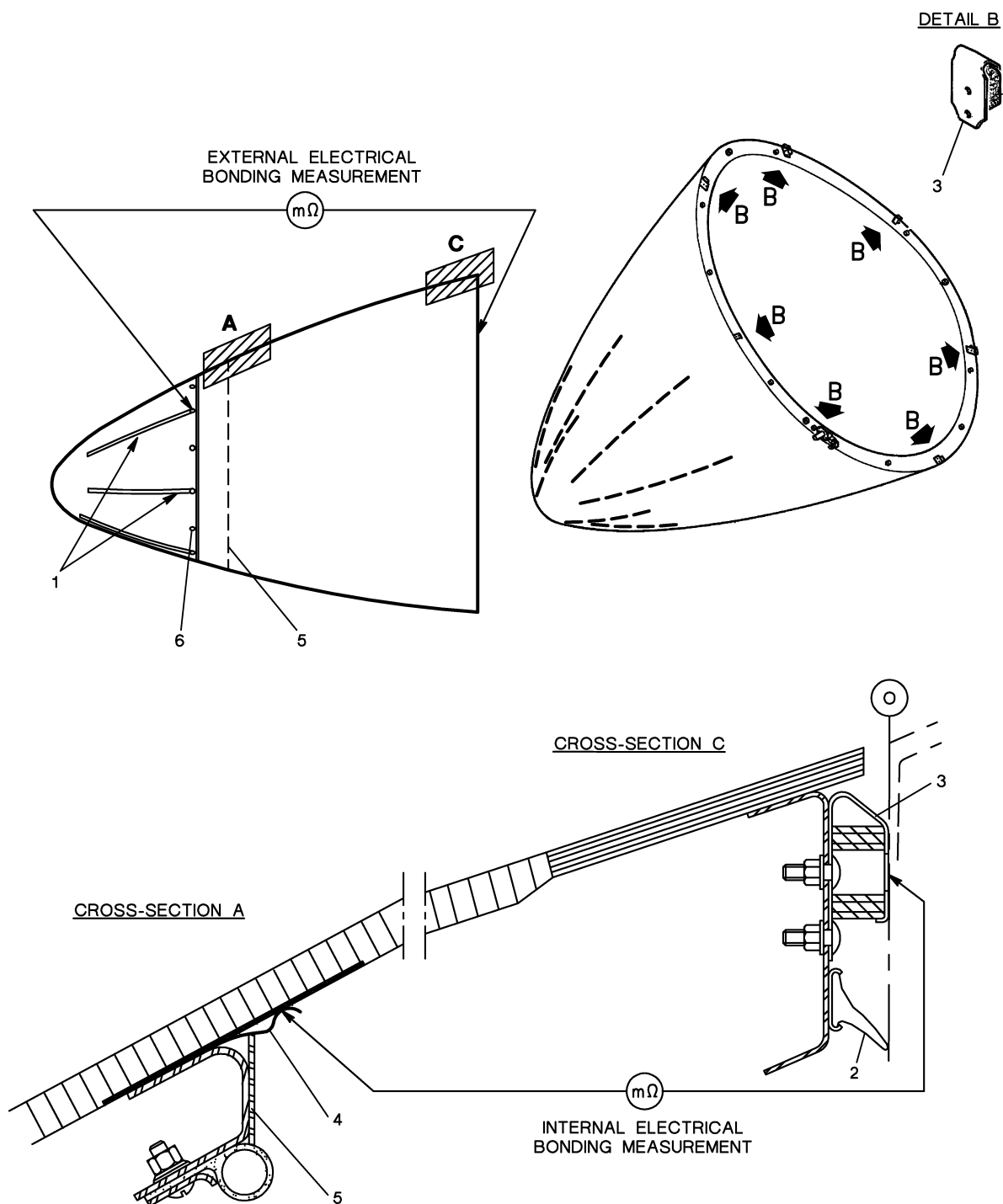


Figure 2: Nose Cone Bonding - Measurement Principle (A/C WITH TWO-PIECE NOSE CONE)

Project No: **BDHRN002**Job Card No **0123**

Notif.No.: 10049252

Activity: **2000**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Mods

Starting Work Centre: FALCON A/C TEAM

Job Description: AD2002-23-20-AVIAC Flap Actuator

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Work Center	
FALCON A/C	

Zone: 200

Corrective Action

0001	AD applicability checked.					 Order: 80069322 Operation: 0010 Phase: Mods - 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.						
0002	AD 2002-23-20 Para A Performed IAW SB 737-28A1201 R1					 Order: 80069322 Operation: 0020 Phase: Mods - 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					

OEM Code: AD 2002-23-20 PARA A

Form No: JA-SAP-MTX-002

Operator Code: AD 2002-23-20 PARA A

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Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**

Job Card No **0123**

Notif.No.: 10049252



Activity: **2000**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Mods

Starting Work Centre: FALCON A/C TEAM

Job Description: **AD2002-23-20-AVIAC Flap Actuator**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Work Center	
FALCON A/C	

OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: AD 2002-23-20 PARA A

Form No: JA-SAP-MTX-002

Operator Code: AD 2002-23-20 PARA A

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0124**

20000622 0124



Sheet 1 of 2

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **800 Doors****Access Panels listed on this card:**

850DZ,850EZ,850FZ,850GZ,BAG,EMERG,MSD,PAX

0001	Panel/Door 850DZ Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069191 Oper.: 0010/0020/0030			
0002	Panel/Door 850EZ Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069193 Oper.: 0010/0020/0030			
0003	Panel/Door 850FZ Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069195 Oper.: 0010/0020/0030			
0004	Panel/Door 850GZ Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069197 Oper.: 0010/0020/0030			
0005	Panel/Door BAG Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069199 Oper.: 0010/0020/0030			
0006	Panel/Door EMERG Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069201 Oper.: 0010/0020/0030			
0007	Panel/Door MSD Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1016 			
	Order: 80069203 Oper.: 0010/0020/0030			

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**

Panel Job Card No **0124**

20000622 0124



Sheet 2 of 2

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096


Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

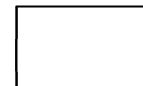
Work Center	
FALCON A/C	

Zone: **800 Doors**

0008	Panel/Door PAX Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069205 Oper.: 0010/0020/0030			

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Operator Code: -

Form No: JA-SAP-MTX-003

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0125**

20000622 0125



Sheet 1 of 2

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

Rev No: 20000622

Model.: F900EX

Serial No.: 096

Type: F900EX

Starting Phase: Fit - scheduling activity

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **300 Empennage****Access Panels listed on this card:**

311AR,311BR,312AL,323EL,323H,325AL,325AR,331BT,335AL,341BT,345AR,351AZ

Access Panel ID	Access Panel Description	Inspection Points		
		Clearance to Fit	Panel Fit	Inspect
0001	Panel/Door 311AR Closed/Refitted Activity: 1003  Order: 80068995 Oper.: 0010/0020/0030			
0002	Panel/Door 311BR Closed/Refitted Activity: 1000  Order: 80068997 Oper.: 0010/0020/0030			
0003	Panel/Door 312AL Closed/Refitted Activity: 1000  Order: 80068999 Oper.: 0010/0020/0030			
0004	Panel/Door 323EL Closed/Refitted Activity: 1017  Order: 80069001 Oper.: 0010/0020/0030			
0005	Panel/Door 323H Closed/Refitted Activity: 1001  Order: 80069003 Oper.: 0010/0020/0030			
0006	Panel/Door 325AL Closed/Refitted Activity: 1001  Order: 80069005 Oper.: 0010/0020/0030			
0007	Panel/Door 325AR Closed/Refitted Activity: 1001  Order: 80069007 Oper.: 0010/0020/0030			

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0125**

20000622 0125



Sheet 2 of 2

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096






Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

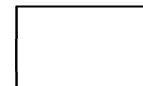
Work Center	
FALCON A/C	

Zone: **300 Empennage**

0008	Panel/Door 331BT Closed/Refitted Activity: 1017  Order: 80069009 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0009	Panel/Door 335AL Closed/Refitted Activity: 1001  Order: 80069011 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0010	Panel/Door 341BT Closed/Refitted Activity: 1017  Order: 80069013 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0011	Panel/Door 345AR Closed/Refitted Activity: 1001  Order: 80069015 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0012	Panel/Door 351AZ Closed/Refitted Activity: 1000  Order: 80069017 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0126**

20000622 0126



Sheet 1 of 2

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **700 Landing Gear and Landing Gear****Access Panels listed on this card:**

711AB,712AB,713AB,714AB,731AB,732AB,741AB,742AB

0001	Panel/Door 711AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1050 			
	Order: 80069175 Oper.: 0010/0020/0030			
0002	Panel/Door 712AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1050 			
	Order: 80069177 Oper.: 0010/0020/0030			
0003	Panel/Door 713AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1002 			
	Order: 80069179 Oper.: 0010/0020/0030			
0004	Panel/Door 714AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1050 			
	Order: 80069181 Oper.: 0010/0020/0030			
0005	Panel/Door 731AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069183 Oper.: 0010/0020/0030			
0006	Panel/Door 732AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1052 			
	Order: 80069185 Oper.: 0010/0020/0030			
0007	Panel/Door 741AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069187 Oper.: 0010/0020/0030			

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**

Panel Job Card No **0126**

20000622 0126



Sheet 2 of 2

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

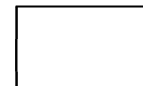
Work Center	
FALCON A/C	

Zone: **700 Landing Gear and Landing Gear**

0008	Panel/Door 742AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1052 			
	Order: 80069189 Oper.: 0010/0020/0030			

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Operator Code: -

Form No: JA-SAP-MTX-003

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0127**

20000622 0127



Sheet 1 of 4

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

Rev No: 20000622

Model.: F900EX

Serial No.: 096

Type: F900EX

Starting Phase: Fit - scheduling activity

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **500 Left Wing****Access Panels listed on this card:**

512BB,512CB,512DB,522AB,522BB,522CB,522DB,522EB,522FB,550AB,561AB,561AT,561CT,563AB,563BB,563DB,563EB,563HB,571AB,571AT,571CT,571ET,571FT,574AB,574BB,574DB

0001	Panel/Door 512BB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003			
	Order: 80069071 Oper.: 0010/0020/0030			
0002	Panel/Door 512CB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1017			
	Order: 80069073 Oper.: 0010/0020/0030			
0003	Panel/Door 512DB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003			
	Order: 80069075 Oper.: 0010/0020/0030			
0004	Panel/Door 522AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003			
	Order: 80069077 Oper.: 0010/0020/0030			
0005	Panel/Door 522BB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003			
	Order: 80069079 Oper.: 0010/0020/0030			
0006	Panel/Door 522CB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1017			
	Order: 80069081 Oper.: 0010/0020/0030			
0007	Panel/Door 522DB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003			
	Order: 80069083 Oper.: 0010/0020/0030			

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0127**

20000622 0127



Sheet 2 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **500 Left Wing**

0008	Panel/Door 522EB Closed/Refitted Activity: 1003  Order: 80069085 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0009	Panel/Door 522FB Closed/Refitted Activity: 1017  Order: 80069087 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0010	Panel/Door 550AB Closed/Refitted Activity: 1017  Order: 80069089 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0011	Panel/Door 561AB Closed/Refitted Activity: 1000  Order: 80069091 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0012	Panel/Door 561AT Closed/Refitted Activity: 1017  Order: 80069093 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0013	Panel/Door 561CT Closed/Refitted Activity: 1017  Order: 80069095 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0014	Panel/Door 563AB Closed/Refitted Activity: 1001  Order: 80069097 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0015	Panel/Door 563BB Closed/Refitted Activity: 1001  Order: 80069099 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

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Print No: 1

Project No: **BDHRN002**Panel Job Card No **0127**

20000622 0127



Sheet 3 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **500 Left Wing**

0016	Panel/Door 563DB Closed/Refitted Activity: 1001 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069101 Oper.: 0010/0020/0030			
0017	Panel/Door 563EB Closed/Refitted Activity: 1001 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069103 Oper.: 0010/0020/0030			
0018	Panel/Door 563HB Closed/Refitted Activity: 1000 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069105 Oper.: 0010/0020/0030			
0019	Panel/Door 571AB Closed/Refitted Activity: 1000 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069107 Oper.: 0010/0020/0030			
0020	Panel/Door 571AT Closed/Refitted Activity: 1017 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069109 Oper.: 0010/0020/0030			
0021	Panel/Door 571CT Closed/Refitted Activity: 1017 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069111 Oper.: 0010/0020/0030			
0022	Panel/Door 571ET Closed/Refitted Activity: 1017 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069113 Oper.: 0010/0020/0030			
0023	Panel/Door 571FT Closed/Refitted Activity: 1017 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069115 Oper.: 0010/0020/0030			

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0127**

20000622 0127



Sheet 4 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

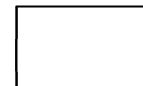
Work Center	
FALCON A/C	

Zone: **500 Left Wing**

0024	Panel/Door 574AB Closed/Refitted Activity: 1001  Order: 80069117 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0025	Panel/Door 574BB Closed/Refitted Activity: 1001  Order: 80069119 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0026	Panel/Door 574DB Closed/Refitted Activity: 1001  Order: 80069121 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0128**

20000622 0128



Sheet 1 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX





Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **100 Lower Half of Fuselage****Access Panels listed on this card:**

110AZ,113EZ,113FZ,113HZ,114DZ,124AB,130A,143BL,160AB,184AB,184BB,190AB,193AL,193BL,193CL,194AR,194BR,194CR,194ER

0001	Panel/Door 160AB Closed/Refitted	Clearance to Fit	D. Insp. of Clear to Fit	Panel Fit
	Activity: 1001			
	Order: 80068863 Oper.: 0010/0020/0030/0040			
0002	Panel/Door 184AB Closed/Refitted	Clearance to Fit	D. Insp. of Clear to Fit	Panel Fit
	Activity: 1000			
	Order: 80068865 Oper.: 0010/0020/0030/0040			
0003	Panel/Door 194BR Closed/Refitted	Clearance to Fit	D. Insp. of Clear to Fit	Panel Fit
	Activity: 1003			
	Order: 80068867 Oper.: 0010/0020/0030/0040			
0004	Panel/Door 110AZ Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1050			
	Order: 80068869 Oper.: 0010/0020/0030			

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0128**

20000622 0128



Sheet 2 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **100 Lower Half of Fuselage**

0005	Panel/Door 113EZ Closed/Refitted Activity: 1003 	Clearance to Fit	Panel Fit	Inspect
	Order: 80068871 Oper.: 0010/0020/0030			
0006	Panel/Door 113FZ Closed/Refitted Activity: 1003 	Clearance to Fit	Panel Fit	Inspect
	Order: 80068873 Oper.: 0010/0020/0030			
0007	Panel/Door 113HZ Closed/Refitted Activity: 1003 	Clearance to Fit	Panel Fit	Inspect
	Order: 80068875 Oper.: 0010/0020/0030			
0008	Panel/Door 114DZ Closed/Refitted Activity: 1017 	Clearance to Fit	Panel Fit	Inspect
	Order: 80068877 Oper.: 0010/0020/0030			
0009	Panel/Door 124AB Closed/Refitted Activity: 1000 	Clearance to Fit	Panel Fit	Inspect
	Order: 80068879 Oper.: 0010/0020/0030			
0010	Panel/Door 130A Closed/Refitted Activity: 1003 	Clearance to Fit	Panel Fit	Inspect
	Order: 80068941 Oper.: 0010/0020/0030			
0011	Panel/Door 143BL Closed/Refitted Activity: 1017 	Clearance to Fit	Panel Fit	Inspect
	Order: 80068943 Oper.: 0010/0020/0030			
0012	Panel/Door 184BB Closed/Refitted Activity: 1000 	Clearance to Fit	Panel Fit	Inspect
	Order: 80068945 Oper.: 0010/0020/0030			

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0128**

20000622 0128



Sheet 3 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096





Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

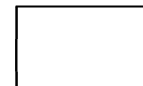
Work Center	
FALCON A/C	

Zone: **100 Lower Half of Fuselage**

0013	Panel/Door 190AB Closed/Refitted Activity: 1003  Order: 80068947 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0014	Panel/Door 193AL Closed/Refitted Activity: 1003  Order: 80068949 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0015	Panel/Door 193BL Closed/Refitted Activity: 1000  Order: 80068951 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0016	Panel/Door 193CL Closed/Refitted Activity: 1000  Order: 80068953 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0017	Panel/Door 194AR Closed/Refitted Activity: 1002  Order: 80068955 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0018	Panel/Door 194CR Closed/Refitted Activity: 1000  Order: 80068957 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0019	Panel/Door 194ER Closed/Refitted Activity: 1001  Order: 80068959 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Operator Code: -

Form No: JA-SAP-MTX-003

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0129**

20000622 0129



Sheet 1 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **400 Powerplant and Nacelle Struts****Access Panels listed on this card:**

411AL,413AB,414AT,417AL,417BL,421AR,423AB,424AT,427AR,427BR,454A,454AB,454CT,454EB,455AL,456AR

0001	Panel/Door 411AL Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1001 			
	Order: 80069019 Oper.: 0010/0020/0030			
0002	Panel/Door 413AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1001 			
	Order: 80069021 Oper.: 0010/0020/0030			
0003	Panel/Door 414AT Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1001 			
	Order: 80069023 Oper.: 0010/0020/0030			
0004	Panel/Door 417AL Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1001 			
	Order: 80069025 Oper.: 0010/0020/0030			
0005	Panel/Door 417BL Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1001 			
	Order: 80069027 Oper.: 0010/0020/0030			
0006	Panel/Door 421AR Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1001 			
	Order: 80069029 Oper.: 0010/0020/0030			
0007	Panel/Door 423AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1001 			
	Order: 80069031 Oper.: 0010/0020/0030			

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0129**

20000622 0129



Sheet 2 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **400 Powerplant and Nacelle Struts**

0008	Panel/Door 424AT Closed/Refitted Activity: 1001 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069033 Oper.: 0010/0020/0030			
0009	Panel/Door 427AR Closed/Refitted Activity: 1001 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069035 Oper.: 0010/0020/0030			
0010	Panel/Door 427BR Closed/Refitted Activity: 1001 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069037 Oper.: 0010/0020/0030			
0011	Panel/Door 454A Closed/Refitted Activity: 1001 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069039 Oper.: 0010/0020/0030			
0012	Panel/Door 454AB Closed/Refitted Activity: 1001 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069061 Oper.: 0010/0020/0030			
0013	Panel/Door 454CT Closed/Refitted Activity: 1000 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069063 Oper.: 0010/0020/0030			
0014	Panel/Door 454EB Closed/Refitted Activity: 1000 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069065 Oper.: 0010/0020/0030			
0015	Panel/Door 455AL Closed/Refitted Activity: 1001 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069067 Oper.: 0010/0020/0030			

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**

Panel Job Card No **0129**

20000622 0129



Sheet 3 of 3

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096


Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

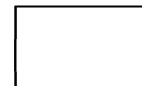
Work Center	
FALCON A/C	

Zone: **400 Powerplant and Nacelle Struts**

0016	Panel/Door 456AR Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1001 			
	Order: 80069069 Oper.: 0010/0020/0030			

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Operator Code: -

Form No: JA-SAP-MTX-003

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0130**

20000622 0130



Sheet 1 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **600 Right Wing****Access Panels listed on this card:**

612BB,612CB,612DB,622AB,622BB,622CB,622DB,622EB,622FB,650AB,661AB,661AT,661CT,663AB,663BB,663DB,663EB,663HB,671AB,671AT,671CT,671ET,671FT,674AB,674BB,674DB

0001	Panel/Door 612BB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069123 Oper.: 0010/0020/0030			
0002	Panel/Door 612CB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1017 			
	Order: 80069125 Oper.: 0010/0020/0030			
0003	Panel/Door 612DB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069127 Oper.: 0010/0020/0030			
0004	Panel/Door 622AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069129 Oper.: 0010/0020/0030			
0005	Panel/Door 622BB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069131 Oper.: 0010/0020/0030			
0006	Panel/Door 622CB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069133 Oper.: 0010/0020/0030			
0007	Panel/Door 622DB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003 			
	Order: 80069135 Oper.: 0010/0020/0030			

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



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13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0130**

20000622 0130



Sheet 2 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096







Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **600 Right Wing**

0008	Panel/Door 622EB Closed/Refitted Activity: 1003 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069137 Oper.: 0010/0020/0030			
0009	Panel/Door 622FB Closed/Refitted Activity: 1003 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069139 Oper.: 0010/0020/0030			
0010	Panel/Door 650AB Closed/Refitted Activity: 1017 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069141 Oper.: 0010/0020/0030			
0011	Panel/Door 661AB Closed/Refitted Activity: 1000 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069143 Oper.: 0010/0020/0030			
0012	Panel/Door 661AT Closed/Refitted Activity: 1017 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069145 Oper.: 0010/0020/0030			
0013	Panel/Door 661CT Closed/Refitted Activity: 1017 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069147 Oper.: 0010/0020/0030			
0014	Panel/Door 663AB Closed/Refitted Activity: 1001 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069149 Oper.: 0010/0020/0030			
0015	Panel/Door 663BB Closed/Refitted Activity: 1001 	Clearance to Fit	Panel Fit	Inspect
	Order: 80069151 Oper.: 0010/0020/0030			

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0130**

20000622 0130



Sheet 3 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **600 Right Wing**

0016	Panel/Door 663DB Closed/Refitted Activity: 1001  Order: 80069153 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0017	Panel/Door 663EB Closed/Refitted Activity: 1001  Order: 80069155 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0018	Panel/Door 663HB Closed/Refitted Activity: 1000  Order: 80069157 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0019	Panel/Door 671AB Closed/Refitted Activity: 1000  Order: 80069159 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0020	Panel/Door 671AT Closed/Refitted Activity: 1017  Order: 80069161 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0021	Panel/Door 671CT Closed/Refitted Activity: 1017  Order: 80069163 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0022	Panel/Door 671ET Closed/Refitted Activity: 1017  Order: 80069165 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect
0023	Panel/Door 671FT Closed/Refitted Activity: 1017  Order: 80069167 Oper.: 0010/0020/0030	Clearance to Fit	Panel Fit	Inspect

OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G

Project No: **BDHRN002**Panel Job Card No **0130**

20000622 0130



Sheet 4 of 4

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **600 Right Wing**

0024	Panel/Door 674AB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1001 			
	Order: 80069169 Oper.: 0010/0020/0030			
0025	Panel/Door 674BB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1001 			
	Order: 80069171 Oper.: 0010/0020/0030			
0026	Panel/Door 674DB Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1001 			
	Order: 80069173 Oper.: 0010/0020/0030			

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: -

Form No: JA-SAP-MTX-003

Operator Code: -

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Panel Job Card No **0131**

20000622 0131



Sheet 1 of 1

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

Rev No: 20000622

Model.: F900EX

Starting Phase: Fit - scheduling activity

Serial No.: 096

Type: F900EX

Starting Work Centre: MTX FALCON TEAM

Job Description: **FIT PANEL CARD**

Work Center	
FALCON A/C	

Zone: **200 Upper Half of Fuselage****Access Panels listed on this card:**

210A,241AZ,251BL,251CL,252BR,252CR,281DZ

0001	Panel/Door 210A Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1036			
	Order: 80068981 Oper.: 0010/0020/0030			
0002	Panel/Door 241AZ Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1044			
	Order: 80068983 Oper.: 0010/0020/0030			
0003	Panel/Door 251BL Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1034			
	Order: 80068985 Oper.: 0010/0020/0030			
0004	Panel/Door 251CL Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1017			
	Order: 80068987 Oper.: 0010/0020/0030			
0005	Panel/Door 252BR Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1035			
	Order: 80068989 Oper.: 0010/0020/0030			
0006	Panel/Door 252CR Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003			
	Order: 80068991 Oper.: 0010/0020/0030			
0007	Panel/Door 281DZ Closed/Refitted	Clearance to Fit	Panel Fit	Inspect
	Activity: 1003			
	Order: 80068993 Oper.: 0010/0020/0030			

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.

OEM Code: -

Operator Code: -

Form No: JA-SAP-MTX-003

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0132**

Notif.No.: 10049041

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: **OPC Crossfeed Units**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 28

Check Type: 2A CHECK

Work Center	
FALCON A/C	

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

160AB,184AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069258 Operation: 0010 Phase: Functions - 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: 28-21-25-710-801

Operator Code: 28-21-25-710-801-01

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.: **28.315**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>28-21-25-710-801- OPERATIONAL TEST OF THE CROSSFEED UNITS
01**

REMARKS : _____

AMM 28-21-25-710-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 28-21-25-710-801 OPERATIONAL TEST OF THE CROSSFEED UNITS

1. OVERVIEW OF THE JOB

Operation code: 28-21-25-710-801-01

NOTE 1: This procedure can not be performed with empty tanks. If necessary, perform a partial refueling (Refer to [TASK 28-50-00-650-801](#), paragraph "Full or Partial Refueling").

NOTE 2: NOTE: Two operators are required to perform the tests:

- one operator in the cockpit,
- one operator on the ground.

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [28-50-00-650-801](#)
- [71-00-00-910-805](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
PRESSURE REFUELING
WET AND DRY MOTORING

B. Energy

- ELECTRICAL

C. Access

Reference

- [PAX](#)
- [160AB](#)
- [184AB](#)

Designation

PASSENGER DOOR
FUEL EQUIPMENT BAY DOOR
FUELING CONNECTOR ACCESS DOOR

D. Miscellaneous

- DRAIN CONTAINER (LOCAL MANUFACTURE)

3. PRELIMINARY STEPS

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

- Open refueling connector door ([184AB](#)).
- Depressurize the fuel tanks as follows:
 - Through door ([184AB](#)), raise vent valve control lever.
 - Wait a few seconds for the tanks to depressurize (hissing noise).
- Though door ([184AB](#)), lower vent valve control lever.
- Close pressure refueling door ([184AB](#)).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- E. Open door (**160AB**).
- F. Install a drain container under the manual gravity defueling valve of central LP crossfeed unit (**M32WB**).
- G. Open the gravity defueling cap located at the end of the gravity defueling line (2).
- H. On overhead panel, check that "FUEL-BOOSTER" ENG 1 switch (**L4QN**), "FUEL-BOOSTER" ENG 2 selector switch (**M4QN**) and "FUEL-BOOSTER" ENG 3 switch (**R4QN**) are set to OFF position (switches to down position).
- I. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- J. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

4. TESTS

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

- A. Check of LH LP crossfeed unit (**L32WB**)
 - (1) Turn "X-BP" 1-2 crossfeed selector switch (**L2QA**) to the open position (line in horizontal position).
 - (2) Check that amber "X-BP" 1-2 light (**L5QA**) illuminates.
 - (3) Through door (**160AB**), check that LH LP crossfeed unit (**L32WB**) opens by checking that the associated lever is on the "O" position (Open).
 - (4) Turn "X-BP" 1-2 crossfeed selector switch (**L2QA**) to the closed position (line in vertical position).
 - (5) Check that amber "X-BP" 1-2 light (**L5QA**) extinguishes.
 - (6) Through door (**160AB**), check that LH LP crossfeed unit (**L32WB**) closes by checking that the associated lever is on the "C" position (Closed).
- B. Check of RH LP crossfeed unit (**R32WB**)
 - (1) Turn "X-BP" 2-3 crossfeed selector switch (**R2QA**) to the open position (line in horizontal position).
 - (2) Check that amber "X-BP" 2-3 light (**R5QA**) illuminates.
 - (3) Through door (**160AB**), check that RH LP crossfeed unit (**R32WB**) opens by checking that the associated lever is on the "O" position (Open).
 - (4) Turn "X-BP" 2-3 crossfeed selector switch (**R2QA**) to the closed position (line in vertical position).
 - (5) Check that amber "X-BP" 2-3 light (**R5QA**) extinguishes.
 - (6) Through door (**160AB**), check that RH LP crossfeed unit (**R32WB**) closes by checking that the associated lever is on the on "C" position (Closed).
- C. Check the self-holding function of LP 1-3 booster crossfeed valve (**R26QA**) with No. 1 and No. 3 LP pumps (**L3QN**)/(**R3QN**) running
 - (1) Check that amber "FUEL 3" warning light (**2WW26**) is illuminated on warning panel (**2WW**).

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If it is not, drop the pressure in the supply system of engine No. 3 as follows:

- (a) Make sure that the "FUEL SHUT OFF" 3 is open (on fire control panel (2WB), check that Engine N°3 "FUEL SHUT OFF" switch (2WB15) is on NORMAL position (guard and switch lowered)).
 - (b) Turn "X-BP" 2-3 crossfeed selector switch (R2QA) to the open position (line in horizontal position).
 - (c) Check that amber "X-BP" 2-3 light (R5QA) illuminates.
 - (d) Using control lever (1), slightly and gradually open the manual gravity defueling valve of central LP crossfeed unit (M32WB) until the amber "FUEL 3" warning light (2WW26) illuminates on warning panel (2WW).
- CAUTION: IF YOU CREATE A VACUUM IN THE ENGINE FUEL SUPPLY LINE, IT IS NECESSARY TO PERFORM A WET MOTORING (REFER TO TASK 71-00-00-910-805) BEFORE STARTING THE APPLICABLE ENGINE.**
- (e) As soon as the amber "FUEL 3" warning light (2WW26) is illuminated on warning panel (2WW), close the manual gravity defueling valve of central LP crossfeed unit (M32WB) by setting the control lever (1) to CLOSED position.
 - (f) Turn "X-BP" 2-3 crossfeed selector switch (R2QA) to the closed position (line in vertical position).
 - (g) Check that amber "X-BP" 2-3 light (R5QA) extinguishes.
- (2) Turn "X-BP" 1-3/3-1 crossfeed selector switch (22QA) to the open position (line in horizontal position).
 - (3) Check that amber "X-BP" 1-3 light (27QA) illuminates.
 - (4) Through door (160AB), check that LP 1-3 booster crossfeed valve (R26QA) opens by checking that the associated lever is on the "O" position (Open).
 - (5) On fire control panel (2WB), set engine No. 3 "FUEL SHUT OFF" switch (2WB15) to CLOSED position (guard and switch up).
 - (6) Set "FUEL-BOOSTER" ENG 1 switch (L4QN) to "ON" position (switch to up position), then wait for more than 10 sec.
 - (7) Check that amber "FUEL 3" warning light (2WW26) remain illuminated on warning panel (2WW).
 - (8) Set "FUEL-BOOSTER" ENG 3 switch (R4QN) to ON position (switch set to up position).
 - (9) On fire control panel (2WB), set engine No. 3 "FUEL SHUT OFF" switch (2WB15) to NORMAL position (guard and switch down).
 - (10) Check that "FUEL 3" warning light (2WW26) is extinguished on warning panel (2WW).
 - (11) Through door (160AB), do the following operations:
 - (a) Check that LP 1-3 booster crossfeed valve (R26QA) remains open by checking that the associated lever is in the "O" position (Open).
 - (b) Check that LP 3-1 booster crossfeed valve (L26QA) remains closed, by checking that the associated lever is on the "C" position (Closed).
 - (12) Set "FUEL-BOOSTER" ENG 1 switch (L4QN) to OFF position (switch to down position).
 - (13) Through door (160AB), do the following operations:

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- (a) Check that LP 1-3 booster crossfeed valve (**R26QA**) closes by checking that the associated lever is on the "C" position (Closed).
- (b) Check that LP 3-1 booster crossfeed valve (**L26QA**) opens by checking that the associated lever is on the "O" position (Open).
- (14) Set "FUEL-BOOSTER" ENG 3 switch (**R4QN**) to OFF position (switch to down position).
- (15) Turn "X-BP" 1-3/3-1 crossfeed selector switch (**22QA**) to the closed position (line in vertical position).
- (16) Check that amber "X-BP" 1-3 light (**27QA**) extinguishes.
- (17) Through door (**160AB**), check that LP 3-1 booster crossfeed valve (**L26QA**) closes by checking that the associated lever is on the "C" position (Closed).
- D. Check the self-holding function of LP 1-3 booster crossfeed valve (**R26QA**) with No. 3 LP pump not running
 - (1) Drop the pressure in the supply system of engine No. 3 as follows
 - (a) Turn "X-BP" 2-3 crossfeed selector switch (**R2QA**) to the open position (line in horizontal position).
 - (b) Check that amber "X-BP" 2-3 light (**R5QA**) illuminates.
 - (c) Using control lever (1), slightly and gradually open the manual gravity defueling valve of central LP crossfeed unit (**M32WB**) until the amber "FUEL 3" light (**2WW26**) illuminates on warning panel (**2WW**).
 - CAUTION: IF YOU CREATE A VACUUM IN THE ENGINE FUEL SUPPLY LINE, IT IS NECESSARY TO PERFORM A WET MOTORING (REFER TO TASK 71-00-00-910-805) BEFORE STARTING THE APPLICABLE ENGINE.**
 - (d) As soon as the amber "FUEL 3" light (**2WW26**) is illuminated on warning panel (**2WW**), close the manual gravity defueling valve of central LP crossfeed unit (**M32WB**) by setting the control lever (1) to CLOSED position.
 - (e) Turn "X-BP" 2-3 crossfeed selector switch (**R2QA**) to the closed position (line in vertical position).
 - (2) Turn "X-BP" 1-3/3-1 crossfeed selector switch (**22QA**) to the open position (line in horizontal position).
 - (3) Check that amber "X-BP" 1-3 light (**27QA**) illuminates.
 - (4) Through door (**160AB**), check that LP 1-3 booster crossfeed valve (**R26QA**) opens by checking that the associated lever is on the "O" position (Open).
 - (5) On fire control panel (**2WB**), set engine No. 3 "FUEL SHUT OFF" switch (**2WB15**) to CLOSED position (guard and switch up).
 - (6) Set "FUEL-BOOSTER" ENG 1 switch (**L4QN**) to ON position (switch to up position), then wait for more than 10 sec.
 - (7) Check that amber "FUEL 3" warning light (**2WW24**) is illuminated on warning panel (**2WW**).
 - (8) Set "FUEL-BOOSTER" ENG 3 switch (**R4QN**) to "ON" position (switch set to up position).

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- (9) On fire control panel (**2WB**), set engine No. 3 "FUEL SHUT OFF" switch (**2WB15**) to NORMAL position (guard and switch down).
- (10) Check that amber "FUEL 3" light (**2WW26**) is extinguished on warning panel (**2WW**).
- (11) Through door (**160AB**), do the following operations:
 - (a) Check that LP 1-3 booster crossfeed valve (**R26QA**) remains open by checking that the associated lever is on the "O" position (Open).
 - (b) Check that LP 3-1 booster crossfeed valve (**L26QA**) remains closed by checking that the associated lever is on the "C" position (Closed).
- (12) Set "FUEL-BOOSTER" ENG 3 switch (**R4QN**) to OFF position (switch to down position).
- (13) Through door (**160AB**), do the following operations:
 - (a) Check that LP 1-3 booster crossfeed valve (**R26QA**) remains open by checking that the associated lever is on the "O" position (Open).
 - (b) Check that LP 3-1 booster crossfeed valve (**L26QA**) remains closed by checking that the associated lever is on the "C" position (Closed).
- (14) Set "FUEL-BOOSTER" ENG 1 switch (**L4QN**) to OFF position (switch to down position).
- (15) Through door (**160AB**), do the following operations:
 - (a) Check that LP 1-3 booster crossfeed valve (**R26QA**) remains open by checking that the associated lever is on the "O" position (Open).
 - (b) Check that LP 3-1 booster crossfeed valve (**L26QA**) remains closed by checking that the associated lever is on the "C" position (Closed).
- (16) Set "FUEL-BOOSTER" ENG 3 switch (**R4QN**) to ON position (switch set to up position).
- (17) Through door (**160AB**), do the following operations:
 - (a) Check that LP 1-3 booster crossfeed valve (**R26QA**) closes by checking that the associated lever is on the "C" position (Closed).
 - (b) Check that LP 3-1 booster crossfeed valve (**L26QA**) opens by checking that the associated lever is on the "O" position (Open).
- (18) Turn "X-BP" 1-3/3-1 crossfeed selector switch (**22QA**) to the closed position (line in vertical position).
- (19) Check that "X-BP" 1-3 light (**27QA**) extinguishes.
- (20) Through door (**160AB**), check that LP 3-1 booster crossfeed valve (**L26QA**) closes by checking that the associated lever is on the "C" position (Closed).
- (21) Set "FUEL-BOOSTER" ENG 3 switch (**R4QN**) to OFF position (switch to down position).

5. FINAL STEPS

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-Energization with the Electrical Ground Power Unit").
- B. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX

AIRCRAFT MAINTENANCE MANUAL

- C. Close the gravity defueling cap located at the end of the gravity defueling line (2).
- D. Remove the drain container.
- E. Close door (**160AB**).

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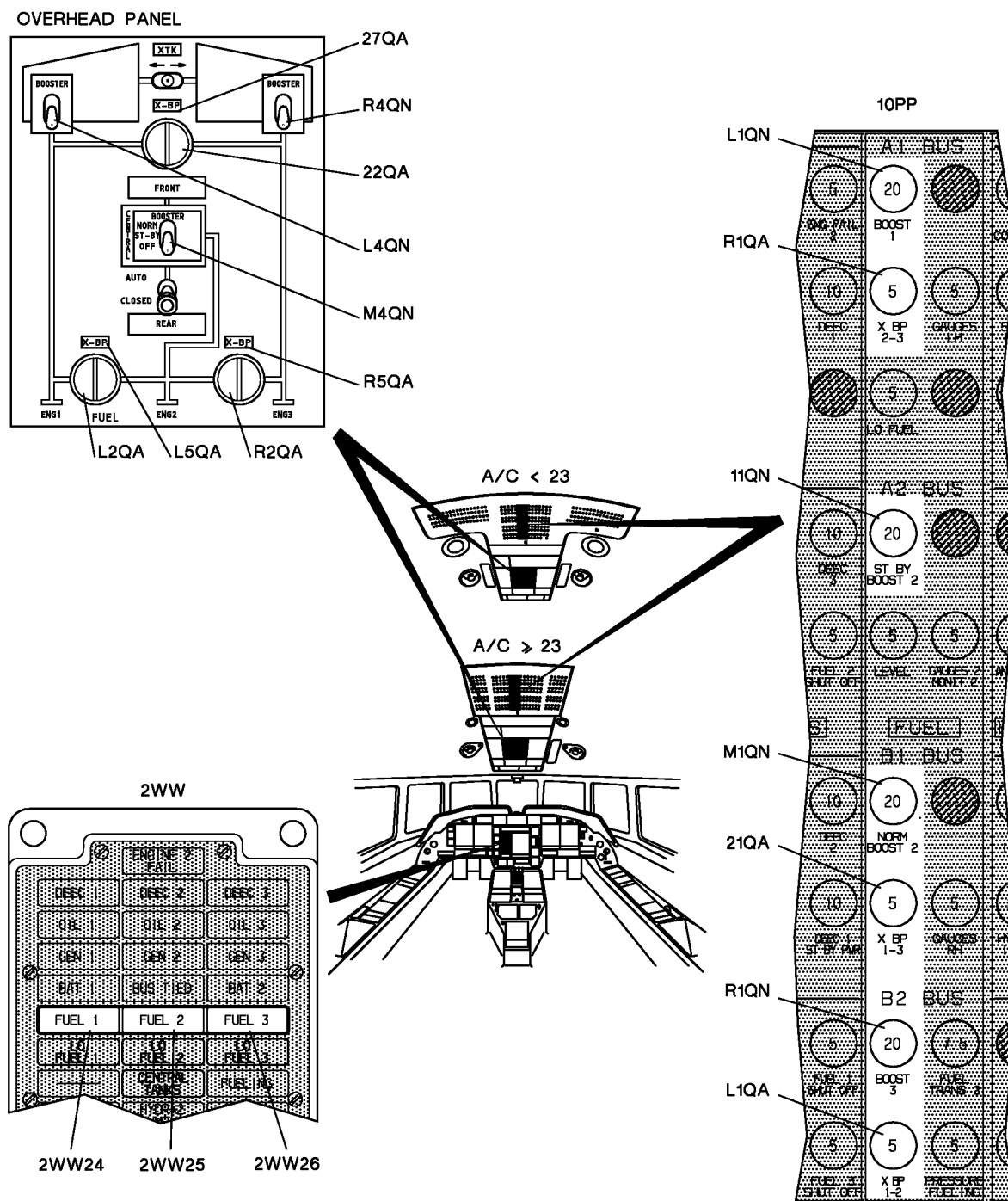


Figure 1: Cockpit Controls and Indicating Devices

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

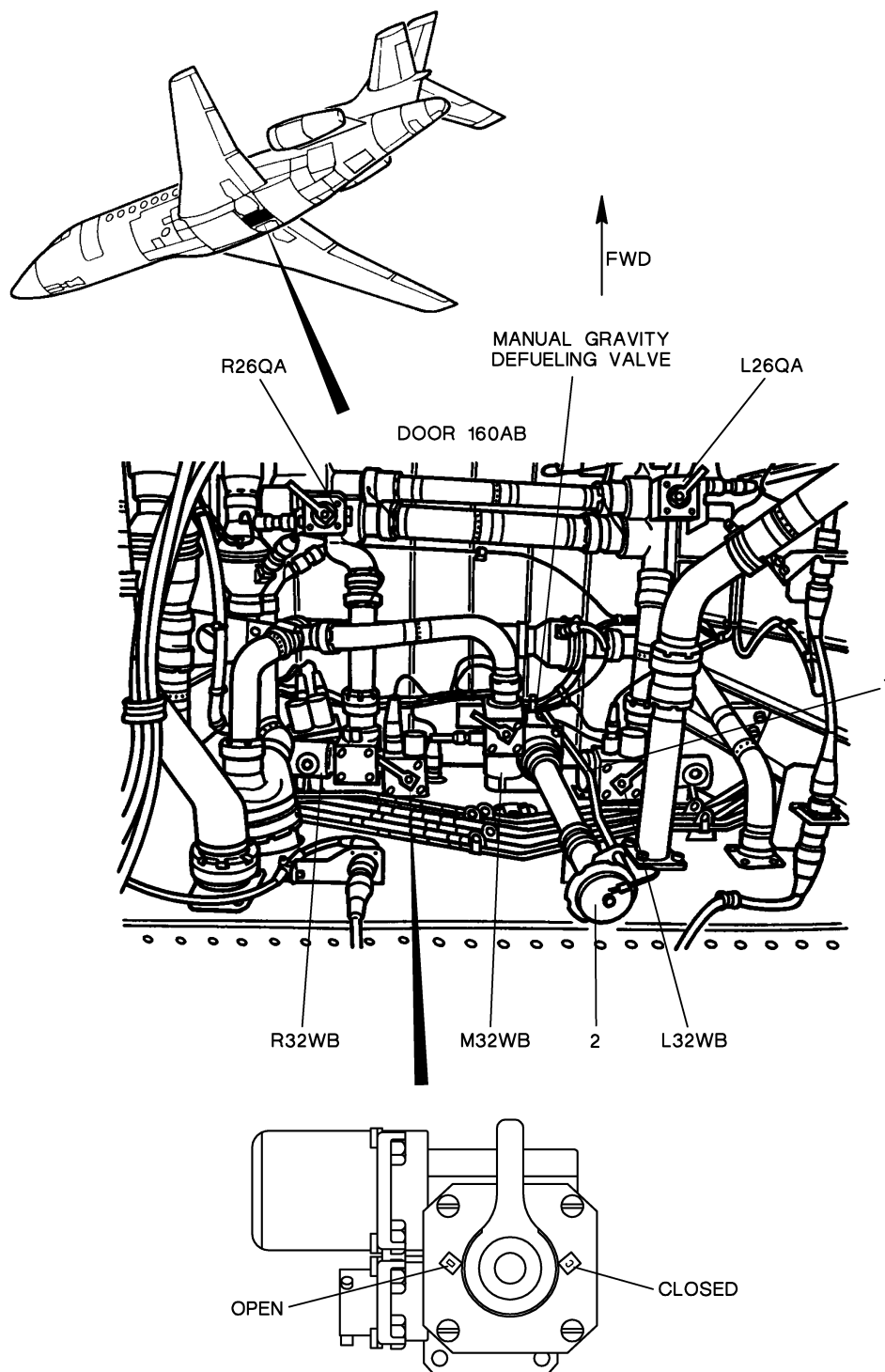


Figure 2: Location of Crossfeed Valves

Project No: **BDHRN002**Job Card No **0133**

Notif.No.: 10049213

Activity: **1018**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: FNC Rudder Servo Actuator

ETOPS A/C: No

RVSM A/C: No

Warranty: -


ATA: 27

Work Center	
FALCON A/C	

Zone: 100,200,300**Access Required for this task:**

110AZ

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069300 Operation: 0010 Phase: Functions - scheduling activity Work Center: FALCON A/C TEAM
	This task satisfies operator codes 27-22-01-350-801-01 & 27-22-01-350-801-01A					
	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: 27-22-01-350-801-01

Operator Code: 27-22-01-350-801-01

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.: **27.190**
Serial No.: **096** Model: **FALCON 900EX**
Reg No.: **D-AHRN** Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At		4000					
Accomplished							

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

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

27-22-01-900-801-01 RUDDER SERVO ACTUATOR AMM 27-22-01-900-801

REASON REMOVED: (CHECK ONE) ☐ TIME EXPIRED ☐ FAILURE ☐ WORN ☐ LOANER ☐ SCHEDULING CONV
☐ MOD/UPGRADE ☐ SERVICE ☐ ENGINE CHANGE ☐ TIRE CHANGE ☐ SWAP/TRBLE SHOOT ☐ DAMAGED ☐ UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	103103-18		S/N	1170		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS		HRS		HRS
	LDGS		LDGS		LDGS		LDGS
				TECH:		INSP:	

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

27-22-01-350-801-01 RESTORATION RUDDER SERVO ACTUATOR (FUNCTIONAL TEST) _____ ☐
REMARKS : _____

GENERIC NO REF,AMM
27-22-01-350-801

>27-22-01-350-801-01A RESTORATION RUDDER SERVO ACTUATOR (FUNCTIONAL TEST) (MANDATORY REF 5-40) _____ ☐
MANDATORY 5-40
REMARKS : _____

GENERIC NO REF,AMM
27-22-01-350-801

Operator: **HERON AVIATION**

Work Card No.: **27.190**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

AREA SUMMARIES

T1 EMPENNAGE AND ENGINE NO. 2 AIR INTAKE

27-22-01-900-801-01 RUDDER SERVO ACTUATOR

27-22-01-350-801-01 RESTORATION RUDDER SERVO ACTUATOR (FUNCTIONAL TEST)

SOURCE SUMMARIES

956 MPD 05-20-27 PAGE NO.:PAGE 2/7 REF: 27-20 RUDDER DATE: MAR 09/2012 2

27-22-01-350-801-01 RESTORATION RUDDER SERVO ACTUATOR (FUNCTIONAL TEST)

7 ALD 05-40/20 PAGE NO.:PAGE 1/2 REF: 27-215 (SEE 5-20) DATE: 03/2011 11

27-22-01-350-801-01 RESTORATION RUDDER SERVO ACTUATOR (FUNCTIONAL TEST)

27-22-01-350-801-01 RESTORATION RUDDER SERVO ACTUATOR (FUNCTIONAL TEST) (MANDATORY REF 5-40)
A

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 27-22-01-900-801

REMOVAL / INSTALLATION OF THE RUDDER SERVO-ACTUATOR

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM OPERATIONS ON ACTIVE FLIGHT CONTROLS IF THE FOLLOWING INSTRUCTIONS ARE NOT OBSERVED:

- THE FLIGHT CONTROL MANEUVERING SPACES MUST BE UNOBSTRUCTED,
- APPROPRIATE SAFETY FENCES AND WARNING LIGHTS MUST BE INSTALLED AROUND THE AIRCRAFT,
- THE PERSONNEL INSIDE THE FENCED AREA MUST BE AWARE OF THE ONGOING OPERATIONS AND OF THE ASSOCIATED HAZARDS.

CAUTION: WHEN PERFORMING OPERATIONS ON FLIGHT CONTROL COMPONENTS, ALL REQUIRED PRECAUTIONS MUST BE TAKEN TO PREVENT INSTALLATION ERROR AND/OR DAMAGE TO A CRITICAL INSTALLATION (REFER TO [TASK 27-00-00-910-802](#), PARAGRAPH "MECHANICAL COMPONENTS").

1. OVERVIEW OF THE JOB

Operation code: 27-22-01-900-801-01 rudder servo-actuator (**571CC**)

NOTE: This procedure requires two operators.

2. LOGISTICS

A. References

Reference	Designation
• 20-00-00-910-801	GENERAL MAINTENANCE AND SAFETY PRECAUTIONS
• 20-20-00-900-801	REMOVAL / INSTALLATION OF THE ELECTRICAL BONDING BRAIDS
• 20-33-00-910-801	ACCEPTANCE CRITERIA FOR HOSES AND PIPES
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 27-00-00-720-806	BRIEF CHECK OF THE FLIGHT CONTROL FORCE PATTERNS
• 27-00-00-910-802	PRECAUTIONS TO BE TAKEN WHEN REPLACING FLIGHT CONTROL SYSTEM COMPONENTS
• 27-00-00-910-804	USE OF THE FLIGHT CONTROL SURFACE DEFLECTION MEASURING FIXTURES
• 27-00-00-910-805	REMOVAL / INSTALLATION OF THE FLIGHT CONTROL RIGGING PINS
• 27-20-00-720-801	FUNCTIONAL TEST OF THE RUDDER CONTROL SURFACE DEFLECTION
• 27-20-00-820-801	ADJUSTMENT / TEST OF THE YAW CONTROL
• 29-00-00-860-801	PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC SYSTEMS
• 29-00-00-870-802	DEGASSING OF THE HYDRAULIC SYSTEMS
• 29-14-01-610-801	FILLING AND REPLENISHING OF THE HYDRAULIC RESERVOIRS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **TO-20-947** EMPENNAGE ACCESS PLATFORM

C. Ingredients and Consumable Products

Designation	Additional designation
• LOCKWIRE MS20995C63	
• LOCKWIRE	MS20995C32
• LUBRICATING OIL	
• P-D-680B	WHITE SPIRIT

D. Spare Parts

Reference	Designation	Quantity
• F50B321016003	RETAINER,NUT	2
• MS24665-155	PIN,COTTER	
• F50B331101201A1	WASHER,TAB	

E. Additional Spare Parts

Reference	Designation	Quantity
• AE2460060E0180	HOSE	2
• AE2463277E0180	HOSE	2
• 75103A244150	BRAID,BONDING	2
• MY20270-001	WASHER	

F. Energy

- ELECTRICAL
- HYDRAULIC

G. Access

Reference	Designation
• 323DL	FIN ACCESS DOOR
• 323EL	FIN ACCESS DOOR
• 323FL	FIN ACCESS DOOR
• 324AL	RUDDER ACCESS DOOR
• MSD	SERVICING COMPARTMENT DOOR
• PAX	PASSENGER DOOR

H. Miscellaneous

- SAFETY FENCES (LOCAL PROCUREMENT)
- WARNING LIGHTS (LOCAL PROCUREMENT)
- DRAIN CONTAINER (LOCAL PROCUREMENT)
- CIRCUIT BREAKER LOCKOUT (LOCAL PROCUREMENT) (QTY : 2)

3. **PRELIMINARY STEPS**

Refer to **fig. 1**

- A. Install the safety fences and the warning lights.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- B. Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- C. Connect the hydraulic ground power unit (Refer to [TASK 29-00-00-860-801](#), paragraph "Connection of the Hydraulic Ground Power Unit").

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM ANY OPERATIONS ON FLIGHT CONTROL SYSTEM EQUIPMENT. ELECTRICAL AND HYDRAULIC POWER SUPPLIES ARE PROHIBITED WHEN INSTALLING THE RUDDER DEFLECTION MEASURING FIXTURE.

- D. Install the rudder deflection measuring fixture (Refer to [TASK 27-00-00-910-804](#), paragraph "Use of Rudder Deflection Measuring Fixture").

NOTE: To inhibit control surface deflection, the following circuit breakers must be held safetied with circuit breaker lockouts:

- in "A1 BUS" section, "HYDR" zone: "ST BY PUMP" circuit breaker (**11ML**),
- in "A2 BUS" section, "FLT CONTROL" zone: "TRIM RUDDER" circuit breaker (**1CC**).

- E. Check of yaw channel adjustment

- (1) Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- (2) Pressurize hydraulic systems 1 and 2 (Refer to [TASK 29-00-00-860-801](#), paragraph "Pressurization from the Hydraulic Ground Power Unit").
- (3) If rudder servo-actuator to be removed is not failed, perform a functional test of rudder deflection to make sure that the yaw channel assembly is correctly adjusted (Refer to [TASK 27-20-00-720-801](#), paragraph "Functional Test of Rudder Deflection").

NOTE: The rudder deflection measuring fixture must be kept in place.

- (4) Cut off the pressure and depressurize the reservoirs in hydraulic systems 1 and 2 (Refer to [TASK 29-00-00-860-801](#), paragraph "Cut off and Drop Pressure from the Hydraulic Ground Power Unit").
- (5) De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").

- F. Safetying

- (1) Disconnect the hydraulic ground power unit (Refer to [TASK 29-00-00-860-801](#), paragraph "Disconnection of the Hydraulic Ground Power Unit").
- (2) Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").
- (3) Place a "DANGER, DO NOT OPERATE FLIGHT CONTROLS" placard, in plain sight, on the cockpit pedestal.
- (4) On circuit breaker panel (**10PP**), disengage the following circuit breakers and secure them with circuit breaker lockouts:
 - in "A1 BUS" section, "FLT CONTROL" zone: "STAB EMERG" circuit breaker (**21CF**),
 - in "B1 BUS" section, "FLT CONTROL" zone: "STAB NORMAL" circuit breaker (**1CF**).

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- G. Remove access doors (**323DL**), (**323EL**), (**323FL**) and (**324AL**).
- H. Pin the yaw bellcrank FGFB372003 (Refer to **TASK 27-00-00-910-805**, paragraph "Yaw Control Linkage").
- I. Install a drain container near the rudder servo-actuator to retain the rest of hydraulic fluid when disconnecting the hydraulic hoses.
- J. Drop the residual pressure in hydraulic systems 1 and 2 and in hydraulic reservoirs (**L501ML**) and (**R501ML**) (Refer to **TASK 29-00-00-860-801**, paragraph "Cut off and Drop Pressure from the Hydraulic Ground Power Unit").

4. REMOVAL OF RUDDER SERVO-ACTUATOR

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

WARNING: PERSONNEL INJURIES CAN RESULT FROM ANY OPERATIONS ON FLIGHT CONTROL SYSTEM. HYDRAULIC AND ELECTRICAL POWER SUPPLIES ARE PROHIBITED WHEN REMOVING THE RUDDER SERVO-ACTUATOR.

CAUTION: ALL REQUIRED PRECAUTIONS MUST BE TAKEN TO DISCONNECT THE HYDRAULIC COUPLINGS (REFER TO **TASK 20-00-00-910-801, PARAGRAPH "HYDRAULICS").**

- A. Disconnection of the four hydraulic hoses (**fig. 1**)
 - (1) Mark the location of the four hydraulic hoses:
 - hydraulic hoses of hydraulic system 1 (supply (S1) and return (R1)), through access door (**323FL**),
 - hydraulic hoses of hydraulic system 2 (supply (S2) and return (R2)), through access door (**323DL**).
 - NOTE:** The hydraulic hoses (supply and return lines) may be identified by their diameters.
 - (2) Unsafely and disconnect the hydraulic hose couplings of hydraulic systems 1 and 2 only from A/C side rigid couplings.
NOTE: These hydraulic hoses will be disconnected from servo-actuator rigid couplings on workbench.
 - (3) Install protective plugs on the disconnected coupling components (Refer to **TASK 20-00-00-910-801**, paragraph "Hydraulics").
- B. Disconnection of rudder servo-actuator drive rod (**570CC**) from servo-actuator drive lever (**fig. 2**)
 - (1) Remove and discard cotter pin (1).
 - (2) Remove nut (2) and washer (3).
 - (3) Remove attaching pin (4) and Teflon washer (5) (record the washer location).
 - (4) Protect the rudder servo-actuator drive rod against shocks.
- C. Disconnection of yaw Auxiliary Artificial Feel Unit (AAFU) (**572CC**) only from servo-actuator input lever (**fig. 2**)
 - (1) Remove attaching pin (12).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (2) Remove and discard tabwasher (13).
- (3) Protect the yaw AAFU against shocks.
- D. Disconnection of bonding braids (3a) and (3b) from the rudder servo-actuator barrel (**fig. 1**)
 - (1) Remove screws (4) and washers (5).
 - (2) Disconnect bonding braids (3a) and (3b).
 - (3) Protect the bonding braids.
- E. Disconnection of rudder servo-actuator (**571CC**) (**fig. 2**)
 - (1) On drive bellcrank side (6)
 - (a) Cut and discard lockwire (7) to unsafety attaching pin (8).
 - (b) Remove attaching pin (8).
 - (c) Unbend lockwasher (10).
 - (d) Remove attaching pin (9).
 - (e) Remove and discard lockwasher (10).
 - (2) On fin fitting side (11)
 - (a) Cut and discard lockwire (12) to unsafety attaching pin (13).
 - (b) Remove attaching pin (13).
 - (c) Unbend lockwasher (15).
 - (d) Remove attaching pin (14).
 - (e) Remove and discard lockwasher (15).
- F. Remove rudder servo-actuator (**571CC**), taking care not to damage the hydraulic hoses.

5. PREPARATION BEFORE INSTALLATION

Refer to **fig. 1**

- A. On workbench

CAUTION: ALL REQUIRED PRECAUTIONS MUST BE TAKEN TO DISCONNECT THE HYDRAULIC COUPLINGS
(REFER TO **TASK 20-00-00-910-801**, PARAGRAPH "HYDRAULICS").

- (1) Unsafety and disconnect the couplings of hydraulic systems 1 and 2 hoses (S1), (R1), (S2) and (R2) from rigid couplings of the removed servo-actuator.
- (2) Install protective plugs on the disconnected couplings of servo-actuator and hydraulic hoses (Refer to **TASK 20-00-00-910-801**, paragraph "Hydraulics").
- B. Check the following components for condition (and replace, if necessary):
 - yaw AAFU (**572CC**),
 - the four hydraulic hoses (supply hoses (**AE2460060E0180**)) and (return hoses (**AE2463277E0180**)) (Refer to **TASK 20-33-00-910-801**) and protective heat-shrinkable sheaths,

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- the two bonding braids (3a) and (3b) ([75103A244150](#)), (Refer to [TASK 20-90-00-200-801](#)),
- the bonding braid to be connected to rudder servo-actuator drive rod ([570CC](#)) (Refer to [TASK 27-23-01-900-801](#), paragraph "Removal/Installation of a Yaw Control Rod with Adjustable Length").

NOTE: In event of bonding braid damage, (Refer to [TASK 20-20-00-900-801](#)).

C. Lubrication

- (1) Using a clean lint-free cloth moistened with [P-D-680B](#), clean attaching pins (8), (9), (13) and (14).
- (2) Using an oil can filled with [lubricating oil](#), lubricate attaching pins (8), (9), (13) and (14).

D. On workbench, installation of hydraulic hoses (S1), (R1), (S2) and (R2) on the rudder servo-actuator to be installed

CAUTION: ALL REQUIRED PRECAUTIONS MUST BE TAKEN TO CONNECT THE HYDRAULIC COUPLINGS (REFER TO [TASK 20-00-00-910-801](#), PARAGRAPH "HYDRAULICS").

- (1) Remove the protective plugs from the couplings (on the point of being connected) on hydraulic hose and rudder servo-actuator sides.

CAUTION: THE HYDRAULIC HOSES MUST NOT BE TWISTED WHEN TIGHTENING THE COUPLINGS.

- (2) Connect the four hydraulic hoses to the servo-actuator rigid couplings, taking into account the location marks made before removing them.

NOTE: The hydraulic hoses (supply and return lines) may be identified by their diameters.

- (3) On servo-actuator side, safety the hydraulic hose couplings to each other with [lockwire](#) (MS20995C32).

E. On the A/C side rigid couplings, prepare the safetying with [lockwire](#) (MS20995C32).

6. INSTALLATION OF RUDDER SERVO-ACTUATOR

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

WARNING: PERSONNEL INJURIES CAN RESULT FROM ANY OPERATION ON FLIGHT CONTROL SYSTEM. HYDRAULIC AND ELECTRICAL POWER SUPPLIES ARE PROHIBITED WHEN INSTALLING THE RUDDER SERVO-ACTUATOR.

NOTE: Yaw bellcrank FGFB372003 is still pinned (Refer to [TASK 27-00-00-910-805](#), paragraph "Yaw Control Linkage").

A. Position the rudder servo-actuator with hydraulic hoses routed in their housings.

B. Connection of the rudder servo-actuator (**fig. 2**)

- (1) On fin fitting (11) side
 - (a) Screw in attaching pin (14) with a new lockwasher (15) ([F50B321016003](#)).
 - (b) Install attaching pin (13).
- (2) On drive bellcrank (6) side

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (a) Screw attaching pin (9) with new lockwasher (10) ([F50B321016003](#)).
 - (b) Install attaching pin (8).
 - (3) Torque attaching pins (8), (9), (13) and (14) to 0.6 m.daN (53 in.lbf).
 - (4) Bend lockwashers (10) and (15).
 - (5) Safety pin (13) with **lockwire MS20995C63**.
 - (6) Safety pin (8) with **lockwire** (MS20995C32).
- C. Connection of the four removable hose couplings according to the location marks (**fig. 1**)
- NOTE: The hydraulic hoses (supply and return lines) may be identified by their diameters.
- (1) Remove the protective plugs from all the couplings to be connected.
CAUTION: THE HYDRAULIC HOSES MUST NOT BE TWISTED WHEN TIGHTENING THE COUPLINGS.
 - (2) Connect the couplings of removable hydraulic hoses (S1) and (R1) to the A/C side rigid couplings (through access door (**323FL**)).
 - (3) Safety the removable hydraulic hose couplings (S1) and (R1) to each other with **lockwire** (MS20995C32).
 - (4) Connect the couplings of removable hydraulic hoses (S2) and (R2) to the A/C side rigid couplings (through access door (**323DL**)).
 - (5) Safety the removable hydraulic hose couplings (S2) and (R2) to each other with **lockwire** (MS20995C32).
- D. Connection of yaw AAFU (**572CC**) to servo-actuator input lever (**fig. 2**)
- (1) Using an oil can filled with **lubricating oil**, lubricate attaching pin (12).
 - (2) Install a new tabwasher ([F50B331101201A1](#)) (13).
 - (3) Install attaching pin (12).
- NOTE 1: Attaching pin (12) must be installed with its head upwards.
- NOTE 2: Tabwashers (13) must not be bent. Safetying will be performed when installing the yaw AAFU permanently on A/C (after the adjustment/tests (Refer to **TASK 27-20-00-820-801**, paragraph "Adjustment/Tests with Hydraulic Systems Pressurized)).
- E. Connection of rudder servo-actuator drive rod (**570CC**) to servo-actuator drive lever (**fig. 2**)
- CAUTION: THIS CONTROL ROD IS EQUIPPED WITH ONE ANTI-SWIVELING WASHER (REFER TO THE "ILLUSTRATED PARTS CATALOG" FOR LOCATION). THIS WASHER MUST NOT BE OMITTED WHEN INSTALLING THE CONTROL ROD.**
- (1) Using an oil can filled with **lubricating oil**, lubricate attaching pin (4).
 - (2) Install anti-swiveling washer (5).
- NOTE: It may be necessary to replace the anti-swiveling Teflon washer (5) ([MY20270-001](#)).
- (3) Install attaching pin (4).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: Attaching pin (4) must be installed with its head upwards.

- (4) Install washer (3).
- (5) Slightly tighten nut (2).

NOTE: The new cotter pin ([MS24665-155](#)) (1) must not be bent. Safetying will be performed when installing the control rod permanently on A/C (after the adjustment/tests (Refer to [TASK 27-20-00-820-801](#), paragraph "Adjustment/Tests with Hydraulic Systems Pressurized)).

- F. Connection of bonding braids (3a) and (3b) (Refer to [TASK 20-20-00-900-801](#)) (**fig. 1**)
 - (1) Position the bonding braid lug on its servo-actuator terminal stud.
 - (2) Install screw (4) with washer (5).
- G. Remove the rigging pin from yaw bellcrank FGFB372003 (Refer to [TASK 27-00-00-910-805](#), paragraph "Yaw Control Linkage").
- H. Remove the drain container.

7. PREPARATION AND CHECKS BEFORE ADJUSTMENTS

CAUTION: BEFORE STARTING THE ADJUSTMENT/TEST OPERATIONS, ANY RIGGING PIN MUST BE REMOVED FROM THE FLIGHT CONTROL LINKAGE.

- A. Preliminary steps
 - (1) Perform a careful inspection in the servo-actuator housing:
 - to find possible impact marks or damage on the control rods,
 - to make sure that there are no foreign matters or any other components.
 - (2) Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
 - (3) Connect the hydraulic ground power unit (Refer to [TASK 29-00-00-860-801](#), paragraph "Connection of the Hydraulic Ground Power Unit").
 - (4) Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
 - (5) Pressurize hydraulic systems 1 and 2 (Refer to [TASK 29-00-00-860-801](#), paragraph "Pressurization from the Hydraulic Ground Power Unit").
 - (6) Degassing and check of external servo-actuator components for leaks
 - (a) Perform degassing of the yaw flight control system (Refer to [TASK 29-00-00-870-802](#)).
 - (b) When actuating the yaw control
 - 1 Check the external servo-actuator components for leaks.
 - 2 Carefully examine the servo-actuator throughout the deflection, in order to check for absence of mechanical interference.
 - 3 In particular, check for free displacement of hydraulic hoses, and for absence of interference with one another and with the structure.

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- (7) Check the hydraulic fluid level in the two hydraulic reservoirs and top up if required (Refer to [TASK 29-14-01-610-801](#)).
- (8) Cut off and drop the pressure in hydraulic systems 1 and 2 (Refer to [TASK 29-00-00-860-801](#), paragraph "Cut off and Drop Pressure from the Hydraulic Ground Power Unit").
- (9) De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").

8. CHECKS AND ADJUSTMENTS

WARNING: PERSONNEL INJURIES CAN RESULT FROM OPERATIONS ON ACTIVE FLIGHT CONTROL EQUIPMENT. ALL PRECAUTIONS MUST BE TAKEN WHEN PERFORMING OPERATIONS ON CONTROL LINKAGE COMPONENTS WITH ELECTRICAL SYSTEMS ENERGIZED AND HYDRAULIC SYSTEMS PRESSURIZED.

- A. Complete test of the yaw control channel
 - (1) Perform a complete test of the yaw control channel with hydraulic systems pressurized except the check of yaw trim operating features (Refer to [TASK 27-20-00-820-801](#), paragraph "Adjustment/ Tests with Hydraulic Systems Pressurized").
- B. Perform a brief check of yaw force pattern (Refer to [TASK 27-00-00-720-806](#)).
- C. Cut off and drop the pressure in hydraulic systems 1 and 2 (Refer to [TASK 29-00-00-860-801](#), paragraph "Cut off and Drop Pressure from the Hydraulic Ground Power Unit").
- D. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").

9. FINAL STEPS

- A. Disconnect the hydraulic ground power unit (Refer to [TASK 29-00-00-860-801](#), paragraph "Disconnection of the Hydraulic Ground Power Unit").
- B. Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM ANY OPERATIONS ON FLIGHT CONTROL SYSTEM EQUIPMENT. ELECTRICAL AND HYDRAULIC POWER SUPPLIES ARE PROHIBITED WHEN REMOVING THE RUDDER DEFLECTION MEASURING FIXTURE.

- C. Remove the rudder deflection measuring fixture (Refer to [TASK 27-00-00-910-804](#), paragraph "Use of Rudder Deflection Measuring Fixture").
- D. Removal of the control surface deflection safeties
 - (1) In the cockpit
 - (a) In the cockpit, remove the "DANGER, DO NOT OPERATE FLIGHT CONTROLS" placard from the cockpit pedestal.

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- (b) On center circuit breaker panel (**10PP**), remove the circuit breaker lockouts from the following circuit breakers:
 - in "A1 BUS" section, "HYDR" zone: "ST BY PUMP" circuit breaker (**11ML**),
 - in "A1 BUS" section, "FLT CONTROL" zone: "STAB EMERG" circuit breaker (**21CF**),
 - in "A2 BUS" section, "FLT CONTROL" zone: "TRIM RUDDER" circuit breaker (**1CC**),
 - in "B1 BUS" section, "FLT CONTROL" zone: "STAB NORMAL" circuit breaker (**1CF**).
 - (c) Engage these circuit breakers.
- E. Install access doors (**323DL**), (**323EL**), (**323FL**) and (**324AL**).
- F. Remove the safety fences and the warning lights.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

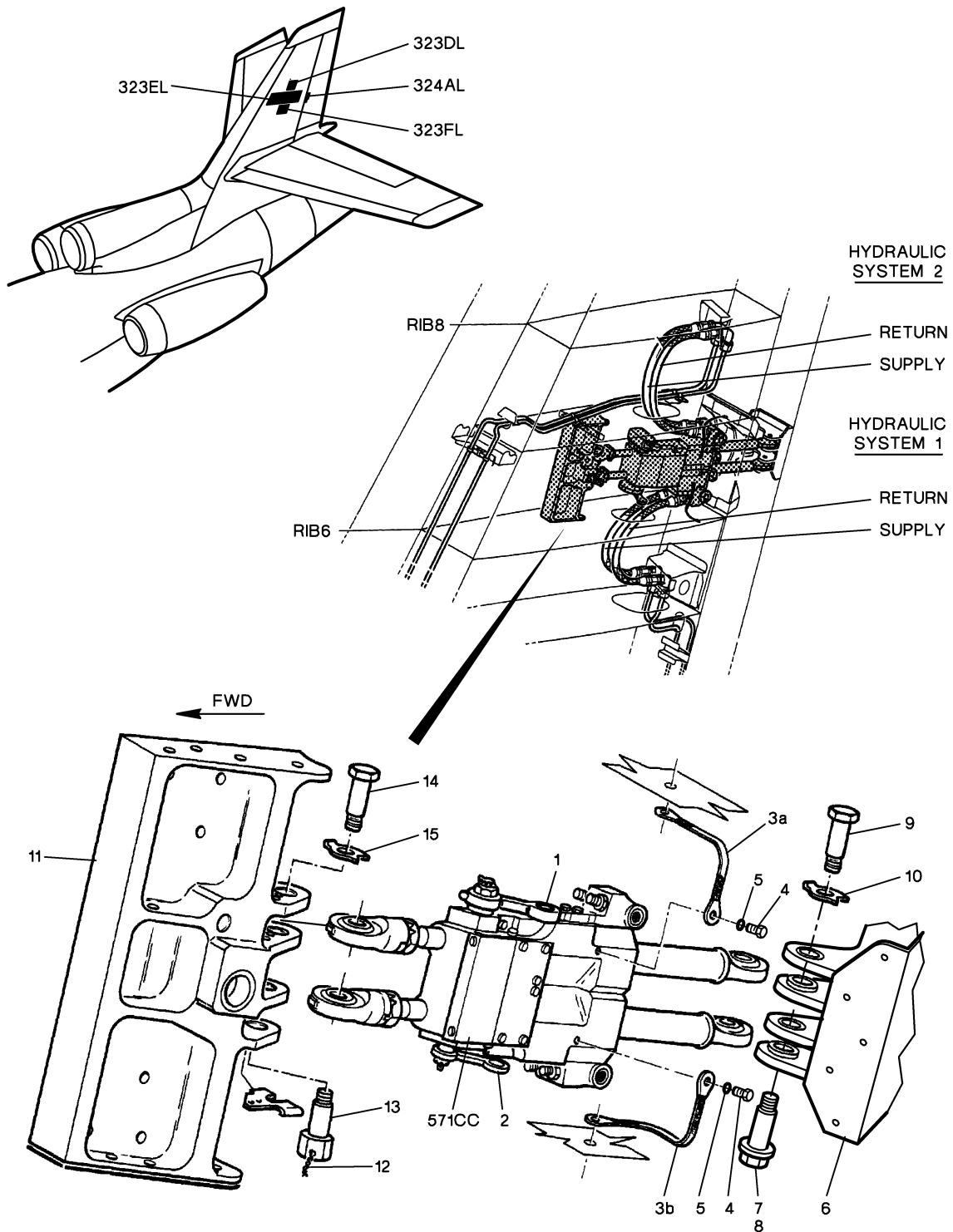


Figure 1: Removal/Installation of Rudder Servo-actuator

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

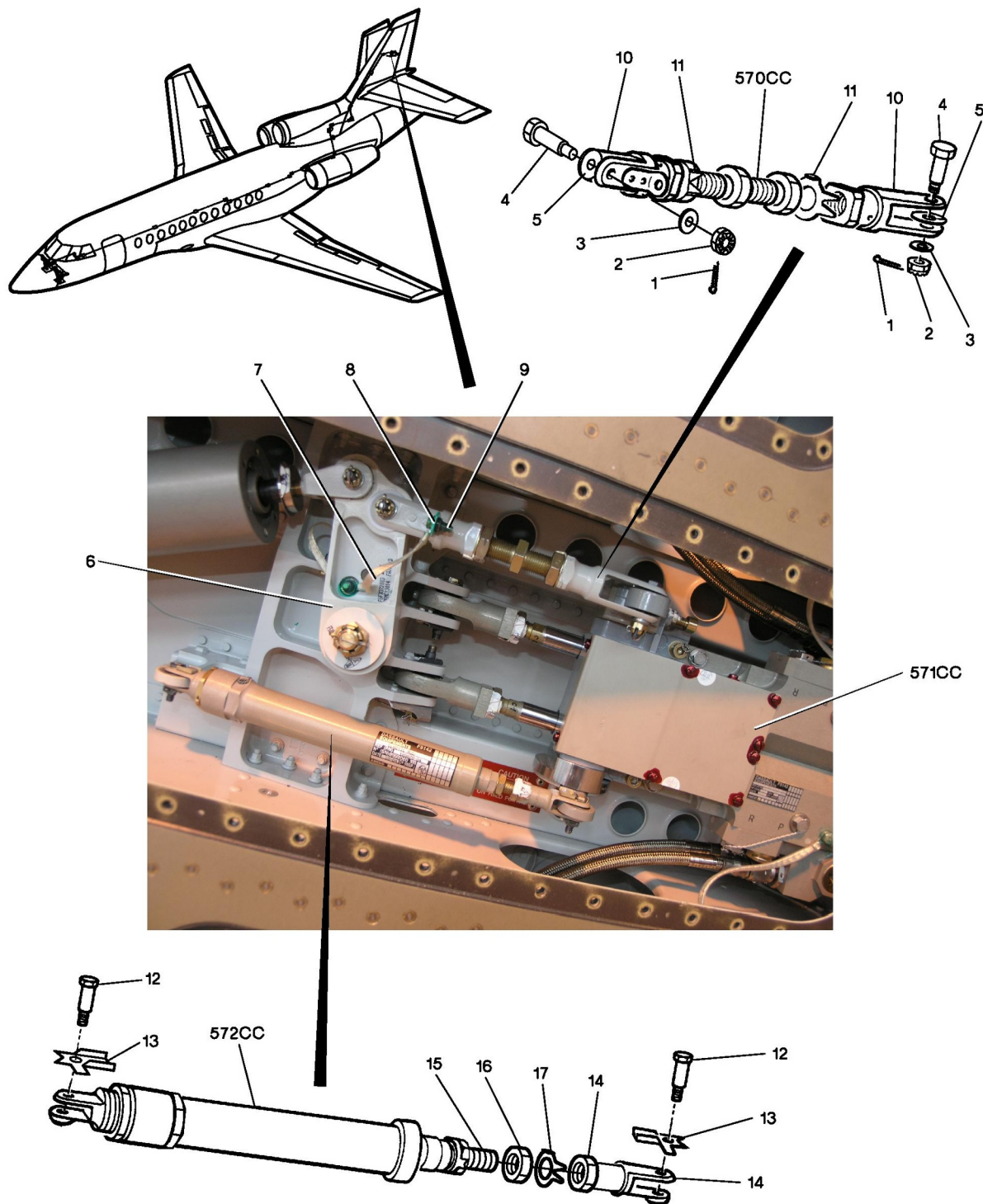


Figure 2: Removal/Installation of Components at Servo-actuator

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 27-22-01-350-801

RESTORATION OF THE RUDDER SERVO-ACTUATOR (FUNCTIONAL TEST)

1. OVERVIEW OF THE JOB

Operation code: 27-22-01-350-801-01 rudder servo-actuator (571CC)

This task consists in checking the damping valves and the valve sealing of the rudder servo-actuator (571CC) for condition.

This operation must be performed by an authorized Repair Agent.

For the removal/installation of the rudder servo-actuator (571CC) (Refer to [TASK 27-22-01-900-801](#)).

2. LOGISTICS

A. References

Reference

- [27-22-01-900-801](#)

Designation

REMOVAL / INSTALLATION OF THE RUDDER SERVO-ACTUATOR

Project No: **BDHRN002**Job Card No **0134**

Notif.No.: 10048876

Activity: **1000**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: OPC Bag Compartment Isolation Valve

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 21


Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069248 Operation: 0010 Phase: Functions - 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: 21-32-33-710-801

Operator Code: 21-32-33-710-801-01

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.: **21.030**
Serial No.: **096** Model: **FALCON 900EX** **PKG # 2 2A INSPECTION**
Reg No.: **D-AHRN** Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

212816	BAGGAGE COMPARTMENT ISOLATION ELECTRIC VALVE	GENERIC NO REF
--------	----------------------------------------------	----------------

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
--------------------------------	---------------------------------------	----------------------------------	-------------------------------	---------------------------------	------------------------------------------	--------------------------------------	----------------------------------	----------------------------------------	--------------------------------------	-------------------------------------------	----------------------------------	----------------------------------

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	3188-000		S/N	332		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS		INSTALLED TSO	MOS		TIME SINCE REPAIR	MOS
	HRS			HRS			HRS
	LDGS			LDGS			LDGS
						WARRANTY TIME REMAINING	MOS
							HRS
							LDGS
						TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

>21-32-33-710-801-01 OPERATIONAL TEST BAGGAGE COMPARTMENT ISOLATION ELECTRIC VALVE

☐

REMARKS : _____

AMM 21-32-33-710-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 21-32-33-710-801

OPERATIONAL TEST OF THE BAGGAGE COMPARTMENT ISOLATION VALVE

1. OVERVIEW OF THE JOB

Operation code: 21-32-33-710-801-01 baggage compartment isolation valve (24HP)

2. LOGISTICS

A. References

Reference

- 24-00-00-860-801

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT

B. Energy

- ELECTRICAL

C. Access

Reference

- PAX

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- Check that "BAG PRESS" circuit breaker (21HP) is engaged.

4. TESTING

Refer to **fig. 1**

- On overhead panel, set baggage compartment "BAG" switch (22HP) to "NORM".
- On maintenance panel (500JT), check that "ISOL" light (26HP) and "HEAT" light (27HP) are extinguished.
- Set baggage compartment "BAG" switch (22HP) to HEAT (no heat).
- On maintenance panel (500JT), check that "HEAT" light (27HP) illuminates and "ISOL" light (26HP) remains extinguished.
- Set baggage compartment "BAG" switch (22HP) to "ISOL" and check that:
 - "BAG ISOL" light (2WW68) of warning panel (2WW) illuminates:

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as soon as the baggage compartment isolation valve (**24HP**) closes for A/C without SB F900EX-113

, when the baggage compartment isolation valve (**24HP**) is fully closed for A/C with SB F900EX-113 ,

- on maintenance panel (**500JT**) "ISOL" light (**26HP**) illuminates and "HEAT" light (**27HP**) remains illuminated.

F. Set baggage compartment "BAG" switch (**22HP**) to "NORM" and check that:

- both "ISOL" light (**26HP**) and "HEAT" light (**27HP**) extinguish on maintenance panel (**500JT**),
- "BAG ISOL" light (**2WW68**) of warning panel (**2WW**) extinguishes.

5. FINAL STEPS

A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").

B. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

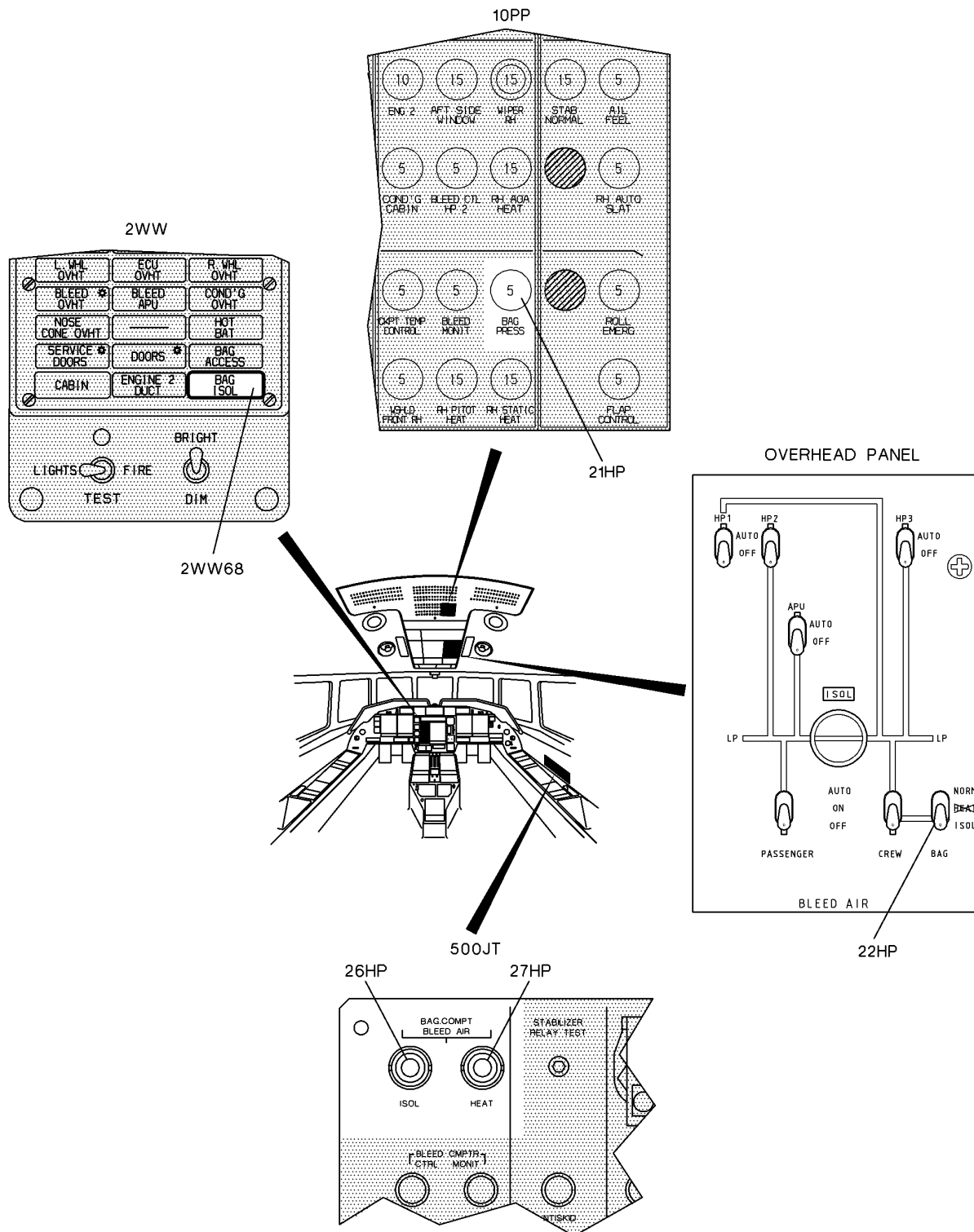


Figure 1: Location of Cockpit Control

Project No: **BDHRN002**Job Card No **0065**

Notif.No.: 10049249

Activity: **1054**

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: Download Eng 1 DEEC ECTM

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 76

Work Center	
FALCON A/C	

Zone: 200,400

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069362 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.

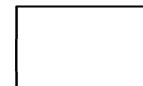
Defect Card Raised

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: 761210

Operator Code: 761210

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

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Print No: 1

Project No: **BDHRN002**Job Card No **0066**

Notif.No.: 10049250

Activity: **1055**

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: Download Eng 2 DEEC ECTM

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 76

Work Center	
FALCON A/C	

Zone: 200,400

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069363 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.

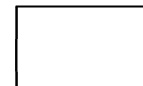
Defect Card Raised

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: 761210

Operator Code: 761210

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0135**

Notif.No.: 10049119

Activity: **1004**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: FNC Bag Compt NPR Valve LH-Side

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 21

Work Center	
FALCON A/C	

Zone: 200

Corrective Action

0001

Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.

Accomplished

Inspected

Pers. No.

Date

Pers. No.

Date

Stamp

Stamp

Order: 80069243

Operation: 0010

Phase: Functions - scheduling activity

Work Center:FALCON A/C TEAM

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: 21-32-37-720-801-01

Operator Code: 21-32-37-720-801-01

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.: 21.270
Serial No.: 096	Model: FALCON 900EX	
Reg No.: D-AHRN	Workorder No.: _____	

	Date	A/C HRS	AFL	APH			
Due At		4000					
Accomplished							

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

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

213816	LH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE	AMM 21-32-37-900-801
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REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT <input type="checkbox"/> DAMAGED <input type="checkbox"/> UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N		2827A01	S/N		1107	LABOR-HRS		
INSTALLED P/N			S/N			PART COST\$		
INSTALLED TSN	MOS		INSTALLED TSO	MOS		TIME SINCE REPAIR	MOS	
	HRS			HRS			HRS	
	LDGS			LDGS			LDGS	
						TECH:		INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

>21-32-37-720-801- 01 FUNCTIONAL TEST LH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE

☐

REMARKS : _____

AMM 21-32-37-720-801

Operator: **HERON AVIATION**

Work Card No.: **21.270**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

280BZ INTERNAL DOORS DOOR

213816 LH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE

21-32-37-720-801-01 FUNCTIONAL TEST LH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE

AREA SUMMARIES

F6 BAGGAGE COMPARTMENT

213816 LH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE

SOURCE SUMMARIES

956 MPD 05-20-21 PAGE NO.:PAGE 3/4 REF: 21-30 PRESSURIZATION DATE: MAR 09/2012 2

21-32-37-720-801-01 FUNCTIONAL TEST LH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 21-32-37-900-801

REMOVAL / INSTALLATION OF THE BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVES

1. OVERVIEW OF THE JOB

Operation codes:

- 21-32-37-900-801-01 LH negative pressure relief valve (**L508HP**)
- 21-32-37-900-801-02 RH negative pressure relief valve (**R508HP**)

Refer to **fig. 1**

This procedure describes the removal/Installation of the baggage compartment negative pressure relief valves (**L508HP**)/(**R508HP**).

NOTE: Two operators are required for this operation if the valves are secured with self-locking nuts instead of captive nuts (1) at frame 30:

- one operator to hold the self-locking nuts through doors (**515AB**) and (**516AB**).
- one operator in the baggage compartment to remove/install the negative pressure relief valve.

2. LOGISTICS

A. References

Reference	Designation
• 21-30-00-790-803	PRESSURIZATION LEAK TEST

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• MINERAL GREASE	
• CLEANER	MULTIPURPOSE

D. Spare Parts

Reference	Designation	Quantity
• FGFB722001002	SEAL	

E. Additional Spare Parts

Reference	Designation	Quantity
• MS21044D3	SELF-LOCKING NUT	6

F. Energy

- ELECTRICAL
- PNEUMATIC

G. Access

Reference	Designation
-----------	-------------

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- | | |
|-----------------------|----------------------------------------------|
| • <u>280DZ</u> | BAGGAGE COMPARTMENT UPPER LINING ACCESS DOOR |
| • <u>BAG</u> | BAGGAGE COMPARTMENT DOOR |
| • <u>515AB</u> | REAR OVER-PYLON ACCESS PANEL |
| • <u>516AB</u> | REAR OVER-PYLON ACCESS PANEL |

H. Miscellaneous

- LINT-FREE CLOTH (LOCAL PROCUREMENT)

3. **PRELIMINARY STEPS**

- A. Remove doors (**515AB**) and (**516AB**).
- B. Remove trim panel (**280DZ**).

4. **REMOVAL**

Refer to **fig. 1**

- A. For negative pressure relief valves secured with self-locking nuts:
 - (1) Through doors (**515AB**) and (**516AB**), hold and remove the self-locking nuts at the rear part of frame 30.
 - (2) Remove screws (4), washers (3), and protector (2).
- B. For negative pressure relief valves secured with captive nuts (1):
 - (1) Remove screws (4), washers (3), and protector (2).
- C. Remove the negative pressure relief valve (**L508HP**)/(**R508HP**).
- D. Remove and discard the seal.

5. **PREPARATION BEFORE INSTALLATION**

- A. Clean the valve mounting base at frame 30 with **cleaner**.
- B. Wipe with a lint-free cloth.

6. **TEST**

- A. Press the negative pressure relief valve (**L508HP**)/(**R508HP**) and check that:
 - (1) the spring operates correctly,
 - (2) the valve is applied against its seat.

7. **INSTALLATION**

Refer to **fig. 1**

- A. Install a new seal (**FGFB722001002**) lubricated with **mineral grease**.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- B. Insert the negative pressure relief valve (**L508HP**)/(**R508HP**) into its housing.
- C. For negative pressure relief valves secured with self-locking nuts:
 - (1) Install protector (2), washers (3) and screws (4).
 - (2) Through doors (**515AB**) and (**516AB**), install and hold the self-locking nuts (**MS21044D3**) at the rear part of frame 30.
 - (3) Tighten the self-locking nuts (**MS21044D3**).
- D. For negative pressure relief valves secured with captive nuts (1):
 - (1) Install protector (2), washers (3) and screws (4).
 - (2) Tighten screws (4).

8. FINAL STEPS

- A. Perform a pressurization leak test (Refer to **TASK 21-30-00-790-803**).

NOTE: Through doors (**515AB**) and (**516AB**), check for leaks by hand at the rear part of the negative pressure relief valve (**L508HP**)/(**R508HP**).

- B. Install trim panel (**280DZ**).
- C. Install doors (**515AB**) and (**516AB**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

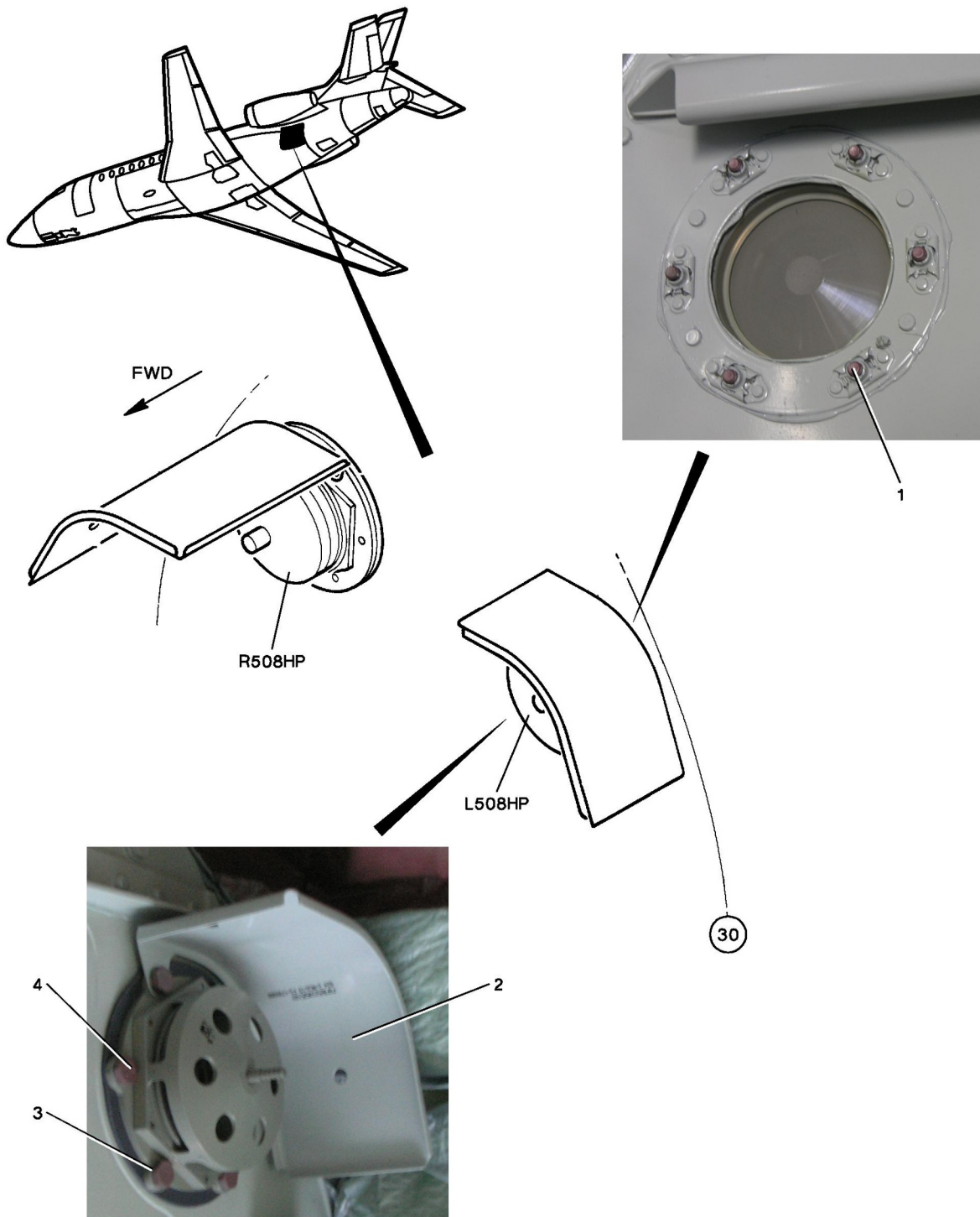


Figure 1: Location of negative pressure relief valves

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 21-32-37-720-801

FUNCTIONAL TEST OF THE BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVES

1. OVERVIEW OF THE JOB

Operation codes:

- 21-32-37-720-801-01 LH negative pressure relief valve (**L508HP**)
- 21-32-37-720-801-02 RH negative pressure relief valve (**R508HP**)

This operation must be performed by an authorized Repair Agent.

For Removal/Installation of the negative pressure relief valve, refer to the AMM (Refer to **TASK 21-32-37-900-801**).

Project No: **BDHRN002**Job Card No **0136**

Notif.No.: 10049239

Activity: **1044**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: **OPC LH Pilot Oxygen Mask (I502wh)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 35

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

241AZ,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069316 Operation: 0010 Phase: Functions - 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: 35-10-05-710-801-01

Operator Code: 35-10-05-710-801-01

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.: **35.040**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	17-JAN-2013						
Accomplished							

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

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

35-10-05-900-801-01

PILOT OXYGEN MASK

AMM 35-10-05-900-801

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT <input type="checkbox"/> DAMAGED <input type="checkbox"/> UNKNOWN
<i>If removed P/N & S/N information is incorrect please provide details below.</i>					
REMOVED P/N	MF10-02-05		S/N	120007	LABOR-HRS
INSTALLED P/N			S/N		PART COST\$
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS
	HRS		HRS		
	LDGS		LDGS		
				WARRANTY TIME REMAINING	MOS
					HRS
					LDGS
				TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
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35-10-05-350-801-01 RESTORATION PILOT OXYGEN MASK (OVERHAUL)

REMARKS : _____

GENERIC NO REF,AMM
35-10-05-350-801

>35-10-05-710-801-01 OPERATIONAL TEST PILOT OXYGEN MASK

REMARKS : _____

AMM 35-10-05-710-801

Operator: **HERON AVIATION**

Work Card No.: **35.040**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

241AZ INTERNAL DOORS DOOR

35-10-05-900-801-01 PILOT OXYGEN MASK

35-10-05-710-801-01 OPERATIONAL TEST PILOT OXYGEN MASK

AREA SUMMARIES

F3 COCKPIT

35-10-05-900-801-01 PILOT OXYGEN MASK

35-10-05-350-801-01 RESTORATION PILOT OXYGEN MASK (OVERHAUL)

35-10-05-710-801-01 OPERATIONAL TEST PILOT OXYGEN MASK

SOURCE SUMMARIES

956 MPD 05-20-35 PAGE NO.:PAGE 1/3 REF: 35-10 CREW OXYGEN SYSTEM DATE: JUN 10/2011 1

35-10-05-350-801-01 RESTORATION PILOT OXYGEN MASK (OVERHAUL)

35-10-05-710-801-01 OPERATIONAL TEST PILOT OXYGEN MASK

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-900-801 REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE TYPE OF OPERATIONS TO BE PERFORMED ON THE OXYGEN SYSTEM:

- HANDS, CLOTHES AND TOOLS MUST IMPERATIVELY BE FREE OF GREASE,
- VENTILATE THE COCKPIT AND PASSENGER CABIN (PASSENGER DOOR OPEN),
- SMOKING IS PROHIBITED,
- CUT OFF ALL AIRCRAFT POWER SUPPLIES,
- REFER TO THE PROCEDURE PROVIDING GENERAL INSTRUCTIONS FOR OXYGEN SYSTEM MAINTENANCE (REFER TO [TASK 35-00-00-910-801](#)),
- REPLACEMENT OF OXYGEN SYSTEM COMPONENTS WITH PASSENGERS ON BOARD IS PROHIBITED.

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-900-801-01 LH pilot oxygen mask ([L502WH](#))
- 35-10-05-900-801-02 RH pilot oxygen mask ([R502WH](#))
- 35-10-05-900-801-03 third crew member oxygen mask ([524WH](#))

This procedure describes the removal, installation and stowage of the crew oxygen masks.

NOTE: On A/C with a third crew member oxygen mask (optional), the procedure for the removal/installation of the third crew member oxygen mask ([524WH](#)) is the same as for the removal/installation of the pilot oxygen mask ([L502WH](#)) and copilot oxygen mask ([R502WH](#)).

2. LOGISTICS

A. References

Reference	Designation
• 35-00-00-360-801	LOCALIZATION AND REPAIR OF LEAKS ON THE OXYGEN SYSTEM
• 35-00-00-910-801	OXYGEN SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
• 35-10-05-710-801	OPERATIONAL TEST OF THE CREW OXYGEN MASKS

B. Ingredients and Consumable Products

Designation	Additional designation
• DISINFECTANT	OXYGEN
• LEAK DETECTOR	

C. Access

Reference	Designation
• 241AZ	OXYGEN CYLINDER ACCESS DOOR
• PAX	PASSENGER DOOR

D. Miscellaneous

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- LINT-FREE CLOTH

3. PRELIMINARY STEPS

Refer to **fig. 1**

- Open door (**241AZ**) giving access to the pressure reducing valve of oxygen cylinder (**500WH**).
- Close the pressure reducing valve of oxygen cylinder (**500WH**) ("OFF" indication).

4. REMOVAL OF CREW OXYGEN MASKS

Refer to **fig. 1**

- Holding the mask tightly by the red tabs (3) of the harness inflation control, remove pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) from pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).
- Disconnect radio connector (1) from pilot/copilot mask mike jack (**L3RL**)/(**R3RL**).
- Disconnect oxygen mask coupling (2) from pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Install captive cap (7) on pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Remove pilot/copilot oxygen mask (**L502WH**)/(**L502WH**).

5. INSTALLATION OF CREW OXYGEN MASKS

Refer to **fig. 1**

- Clean pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) with **disinfectant**.
- Remove captive cap (7) from pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Connect oxygen mask coupling (2) to pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Open the pressure reducing valve of oxygen cylinder (**500WH**) ("ON" indication).
- Using **leak detector**, check for leaks at the oxygen mask coupling (2) (Refer to **TASK 35-00-00-360-801**).
- Carefully wipe off the **leak detector**.

NOTE: The **leak detector** must be wiped off immediately after completion of the leak test.

- Connect radio connector (1) to radio jack (**L3RL**)/(**R3RL**).

6. TEST OF CREW OXYGEN MASKS

- Perform an operational test of pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) (Refer to **TASK 35-10-05-710-801**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

7. STOWAGE OF CREW OXYGEN MASKS

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

- A. For A/C with mask equipped with comfort function, make sure that the toggle switch (7) is set to "NORM".
- B. Coil the oxygen hose and the radio cord at the bottom of pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) (**fig. 2**, detail A).
- C. Put the harness into pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) (**fig. 2**, detail B).

NOTE: The harness must not protrude from the edge of the mask (**fig. 2**, detail C).

- D. Take the mask by the red tabs (3) of the harness inflation control, without pressing them, and put the mask into the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**), with the harness sides symmetrically arranged with respect to the mask and ahead of the mask face section (**fig. 2**, detail D).
- E. Press pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) against stop (9) in pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**), with the mask face section downwards and the opening facing aft (**fig. 2**, detail D).

NOTE: Red tabs (3) must protrude from the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).

- F. Close the LH door (**fig. 2**, detail E).

NOTE: Spigot (8) located on the edge of the LH door retains pilot/copilot oxygen mask (**L502WH**)/(**L502WH**).

- G. Insert spigot (8) into hole (5) in red tab (3).
- H. Close the RH door (**fig. 2**, detail F).
- I. Position the oxygen hose and the radio cord in the cutout provided in the doors of the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) (the hose curve must be 5 to 6 cm (2 to 2.4 in.) in diameter) (**fig. 2**, detail F).
- J. Make sure that the "N-100%" control pushbutton (4) is set to "N" (**fig. 2**, detail F).

8. FINAL STEPS

Refer to **fig. 1**

- A. Close access door (**241AZ**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

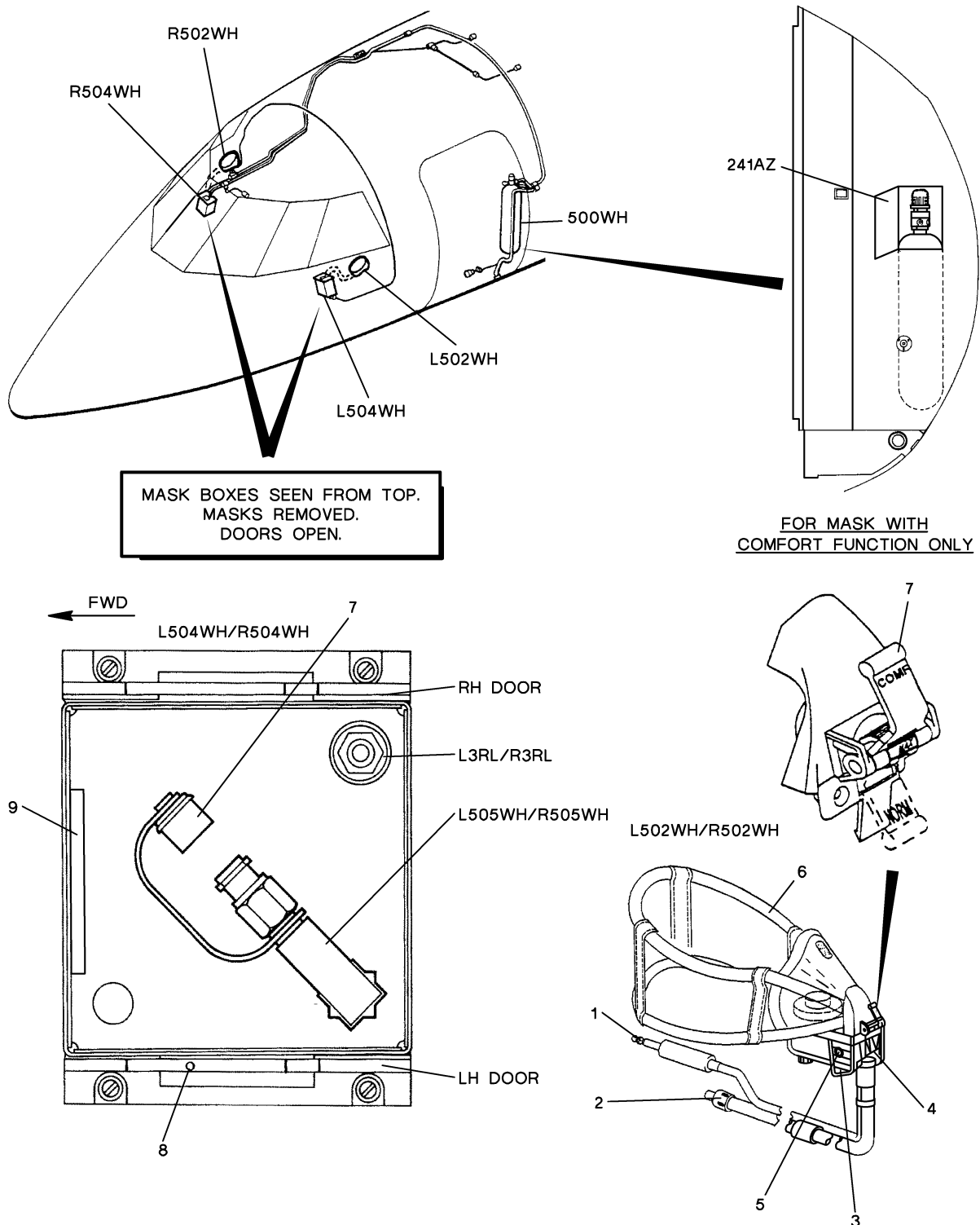
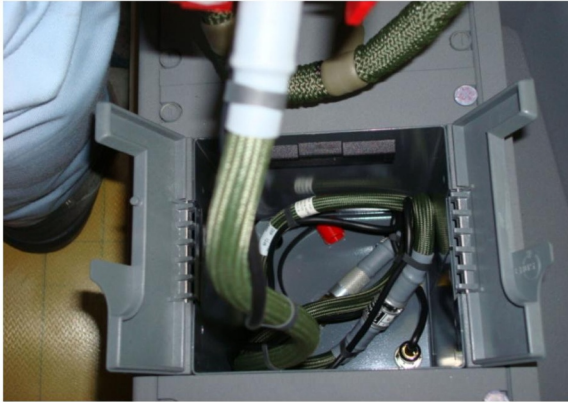


Figure 1: Location of Equipment

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

DETAIL A



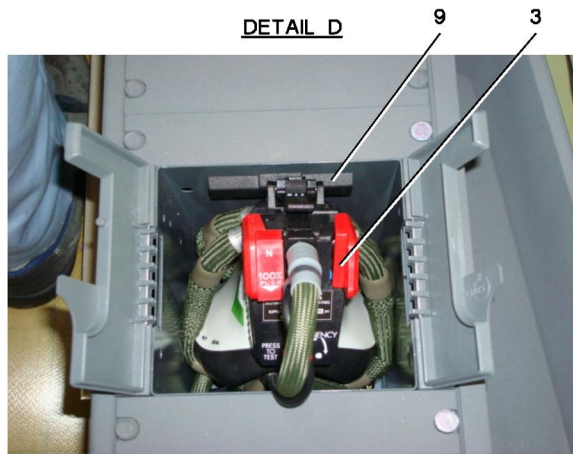
DETAIL B



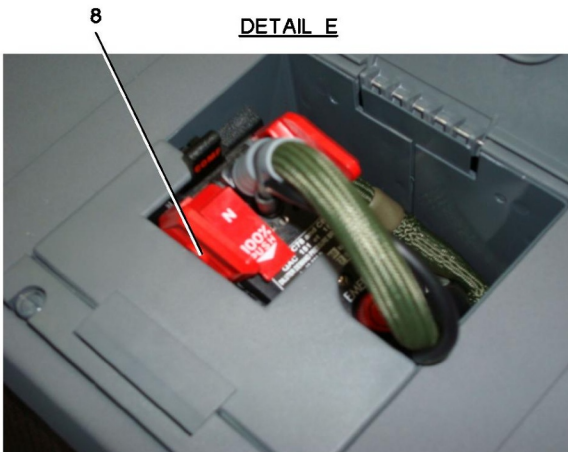
DETAIL C



DETAIL D



DETAIL E



DETAIL F

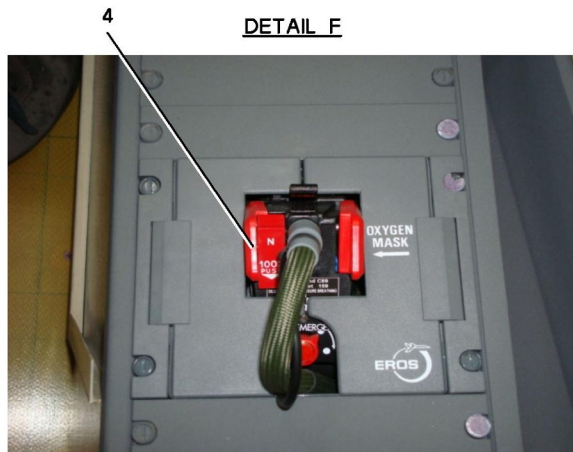


Figure 2: Stowage of the Crew Oxygen Masks

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-350-801 **RESTORATION OF THE CREW OXYGEN MASKS (OVERHAUL)**

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-350-801-01 LH pilot oxygen mask (**L502WH**)
- 35-10-05-350-801-02 RH pilot oxygen mask (**R502WH**)
- 35-10-05-350-801-03 third crew member oxygen mask (**524WH**)

The task consists in an overhaul of the regulator of the crew oxygen masks.

For Removal/Installation of the oxygen masks, refer to the AMM (Refer to **TASK 35-10-05-900-801**).

2. LOGISTICS

A. References

Reference

- **35-10-05-900-801**

Designation

REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-710-801

OPERATIONAL TEST OF THE CREW OXYGEN MASKS

WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE TYPE OF OPERATIONS TO BE PERFORMED ON THE OXYGEN SYSTEM:

- **HANDS, CLOTHES AND TOOLS MUST BE IMPERATIVELY FREE OF GREASE.**
- **VENTILATE THE COCKPIT AND PASSENGER CABIN (PASSENGER DOOR OPEN).**
- **REFER TO THE PROCEDURE PROVIDING SPECIFIC INSTRUCTIONS FOR OXYGEN SYSTEM MAINTENANCE (REFER TO [TASK 35-00-00-910-801](#)).**
- **SMOKING IS PROHIBITED.**
- **CUT OFF ALL A/C POWER SUPPLIES.**
- **REPLACEMENT OF OXYGEN SYSTEM COMPONENTS WITH PASSENGERS ON BOARD IS PROHIBITED.**

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-710-801-01 LH pilot oxygen mask ([L502WH](#))
- 35-10-05-710-801-02 RH pilot oxygen mask ([R502WH](#))
- 35-10-05-710-801-03 third crew member oxygen mask ([524WH](#))

This procedure describes the operational test of pilot/copilot oxygen masks ([L502WH](#))/([R502WH](#)). The following mask components are tested:

- the controller,
- the pneumatic harness,
- the microphone,
- the comfort function and the flowmeter indicator, as applicable.

This procedure is also applicable to the third crew member oxygen mask ([524WH](#)) when it is of the same type as the LH / RH pilot masks (option).

This procedure is not applicable if the third crew member mask is a passenger mask. In this case, the third crew member mask is tested at the same time as the passenger masks (Refer to [TASK 35-20-00-720-801](#)).

This procedure also includes a mask check consisting of a cleaning and a visual inspection of the pilot/copilot oxygen masks for correct condition.

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [35-00-00-910-801](#)
- [35-20-00-720-801](#)
- [35-10-05-100-801](#)
- [35-10-05-900-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OXYGEN SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
FUNCTIONAL TEST OF THE PASSENGER OXYGEN SYSTEM
CLEANING OF THE CREW OXYGEN MASKS
REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

B. Energy

- ELECTRICAL

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

C. Access

Reference

- 241AZ
- PAX

Designation

OXYGEN CYLINDER ACCESS DOOR
PASSENGER DOOR

3. OPERATIONAL TEST

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

- A. Open access door (241AZ).
- B. Open pressure reducing valve (1) of oxygen cylinder (500WH).
- C. In the cockpit, on pilot/copilot oxygen mask (L502WH)/(R502WH), pinch harness inflating controls (red levers) (7).
- D. Remove pilot/copilot oxygen mask (L502WH)/(R502WH) from pilot/copilot oxygen mask box (L504WH)/(R504WH).
- E. Check that harness (9) inflates correctly.
- F. Maintain harness (9) inflated, then put pilot/copilot oxygen mask (L502WH)/(R502WH) over your face.
- G. Release harness inflating controls (red levers) (7): harness (9) deflates until it is tight around your head.
- H. Check that you can breathe easily ("N - 100%" control pushbutton (5) set to "N" (dilution mode), then to "100%" (pure oxygen mode)): the mask supplies oxygen as the user breathes in.
- I. Set manual overpressure into operation by turning "PRESS TO TEST" knob (8) to "EMERGENCY" (counterclockwise direction).
- J. If pilot/copilot oxygen mask (L502WH)/(R502WH) is provided with the comfort function, perform the following checks:
 - (1) Press "COMF" toggle switch (2) located on the regulator of pilot/copilot oxygen mask (L502WH)/(R502WH) and pinch harness inflating controls (red levers) (7).
 - (2) Check that harness (9) slowly inflates.
 - (3) Release harness inflating controls (red levers) (7) and make sure that the pressure in harness (9) stabilizes.
 - (4) Set "COMF" toggle switch (2) back to "NORM" and check that harness (9) immediately deflates.
- K. If pilot/copilot oxygen mask (L502WH)/(R502WH) is equipped with a flowmeter indicator on the oxygen hose, check for correct operation of flow indicator (6) as follows:
 - black indicator not visible: presence of an oxygen flow,
 - black indicator visible: absence of oxygen flow.
- L. Pull down slide (3) located on the mask until the red stripes are fully visible.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- M. Check that overpressure operates via the regulator valve intended to supply pilot/copilot smoke goggles ([L507WH](#))/([R507WH](#)): pilot/copilot oxygen mask ([L502WH](#))/([R502WH](#)) delivers a continuous oxygen flow.
- N. Stop manual overpressure by turning back "PRESS TO TEST" control knob (8) (clockwise direction).
- O. Push up slide (3) located on the mask until the red stripes fully disappear.
- P. Set "N - 100%" control pushbutton (5) to "100%".
- Q. Press "PRESS TO TEST" control knob (8) and check for a hissing noise: pilot/copilot oxygen mask ([L502WH](#))/([R502WH](#)) delivers a continuous oxygen flow.
- R. Close pressure reducing valve (1) of oxygen cylinder ([500WH](#)).
- S. Close access door ([241AZ](#)).
- T. Test microphone (4) as follows:
 - (1) Energize the aircraft systems with batteries (refer to the procedure (Refer to [TASK 24-00-00-860-801](#)), paragraph "Energization from Batteries").
 - (2) On ICS 1 and 2 ([L2RL](#))/([R2RL](#)), press "SPK" (10) and "MASK" (11) pushbuttons, then press pilot/copilot push-to-talk button ([L8TB3](#))/([R8TB3](#)) on pilot/copilot control column/wheel ([L8TB](#))/([R8TB](#)).
 - (3) Speak in microphone (4) and make sure that you hear your voice from pilot/copilot loudspeaker ([L8RL](#))/([R8RL](#)).
 - (4) On ICS 1 and 2 ([L2RL](#))/([R2RL](#)), press "MASK" (11) and "SPK" (10) pushbuttons, then press pilot/copilot push-to-talk button ([L8TB3](#))/([R8TB3](#)).
 - (5) Speak in microphone (4) and make sure that you do not hear your voice from pilot/copilot loudspeaker ([L8RL](#))/([R8RL](#)).
 - (6) De-energize the aircraft systems with batteries (refer to the procedure (Refer to [TASK 24-00-00-860-801](#)), paragraph "De-energization from Batteries").

4. MASK CHECK

- A. Clean pilot/copilot oxygen mask ([L502WH](#))/([R502WH](#)) (Refer to [TASK 35-10-05-100-801](#)).
- B. Inspect the different parts of pilot/copilot oxygen mask ([L502WH](#))/([R502WH](#)) and check them for correct condition (anomalies, cuts, distortions):
 - regulator,
 - mask,
 - harness,
 - oxygen hose,
 - radio jack connector,
 - oxygen flow indicator.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- C. Stow pilot/copilot oxygen mask (L502WH)/(R502WH) in pilot/copilot oxygen mask box (L504WH)/(R504WH) (Refer to TASK 35-10-05-900-801).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

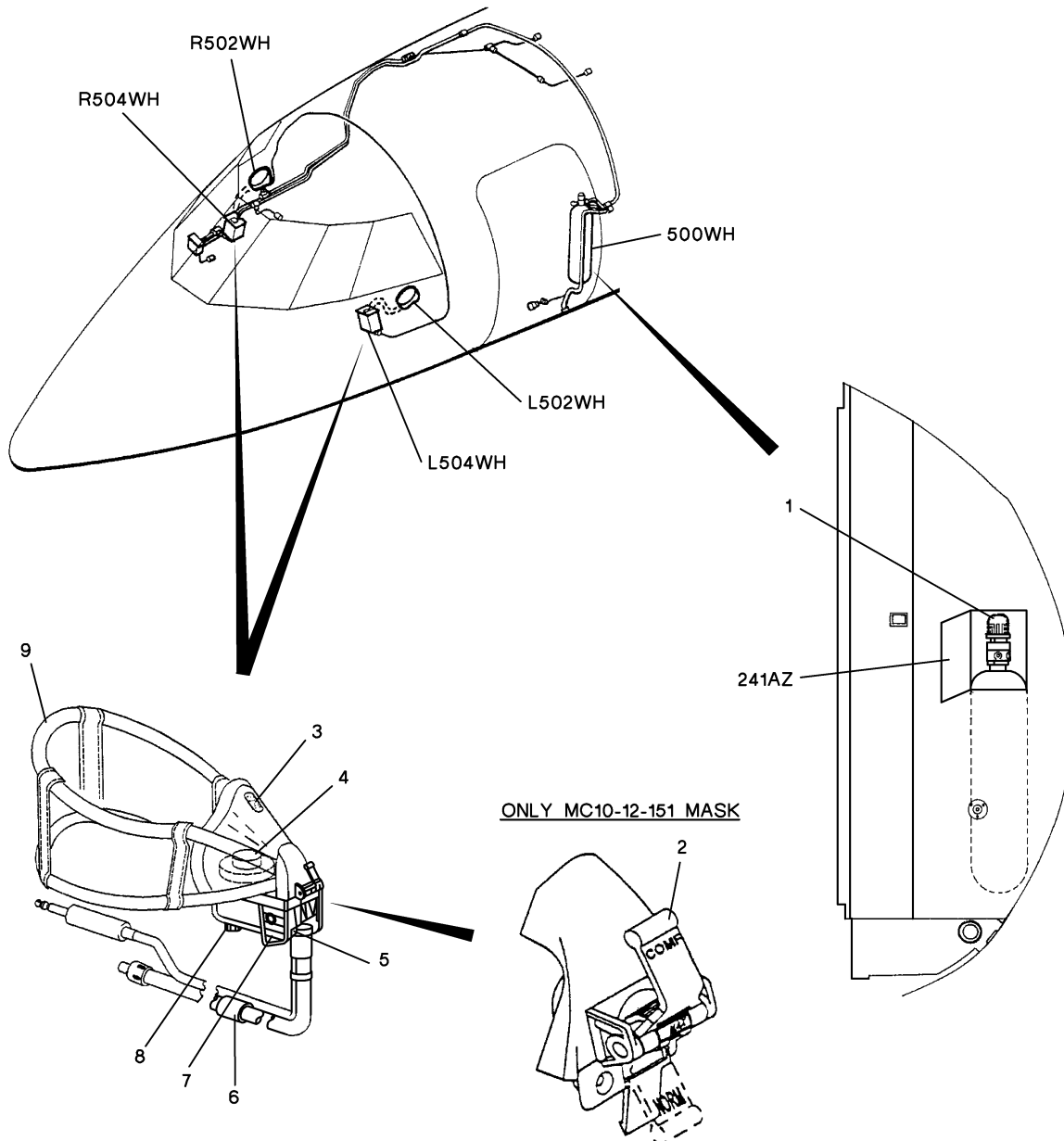


Figure 1: Operational Test of Crew Oxygen Masks

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

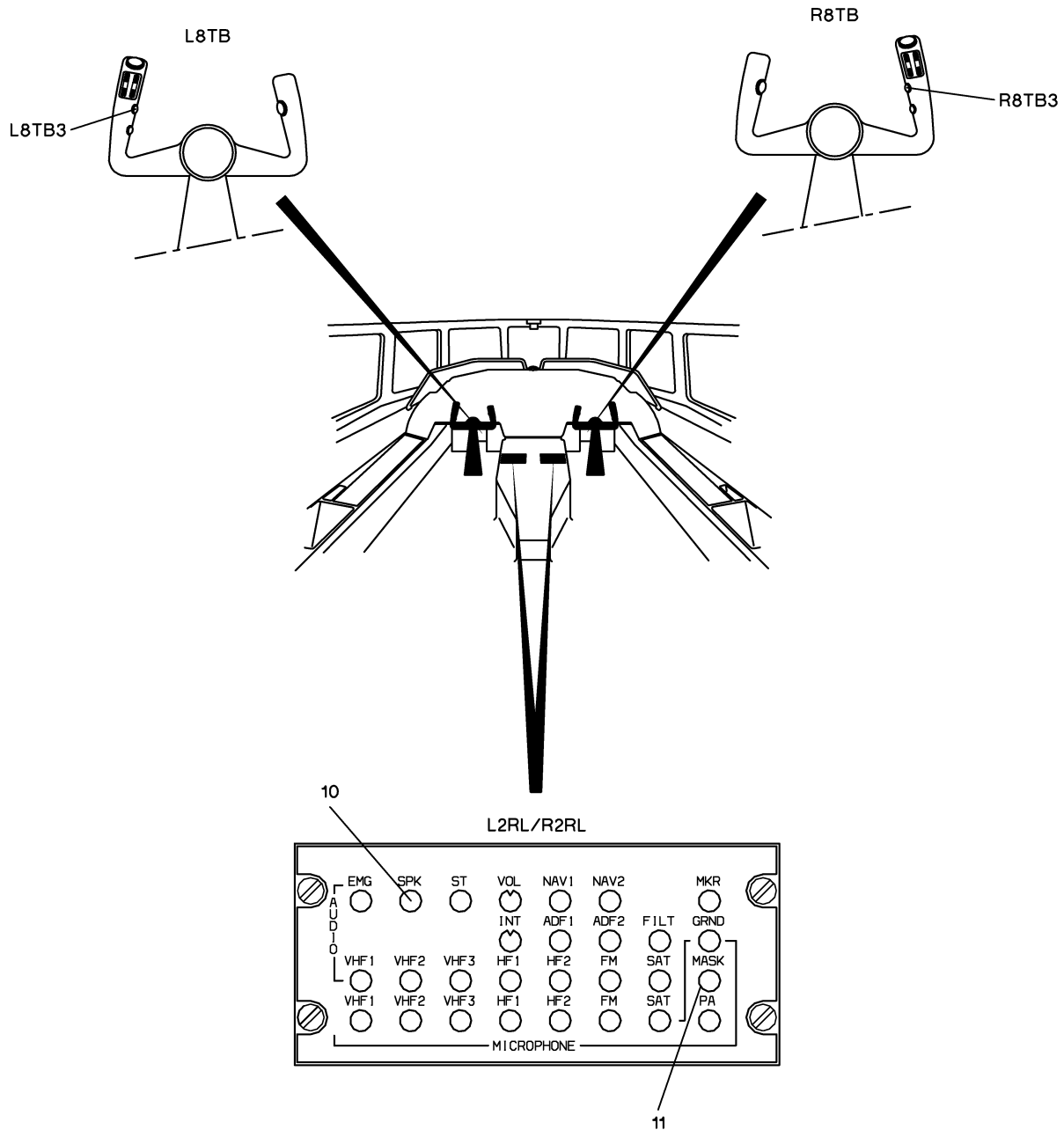


Figure 2: Location of Cockpit Controls

Project No: **BDHRN002**Job Card No **0137**

Notif.No.: 10049240

Activity: **1045**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: **OPC RH Pilot Oxygen Mask (r502wh)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 35

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

241AZ,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069317 Operation: 0010 Phase: Functions - 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: 35-10-05-710-801-02

Operator Code: 35-10-05-710-801-02

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.: 35.050
Serial No.: 096	Model: FALCON 900EX	
Reg No.: D-AHRN	Workorder No.: _____	

	Date	A/C HRS	AFL	APH			
Due At	17-JAN-2013						
Accomplished							

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

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

35-10-05-900-801-02	COPILOT OXYGEN MASK	AMM 35-10-05-900-801
---------------------	---------------------	----------------------

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT		
<i>If removed P/N & S/N information is incorrect please provide details below.</i>							
REMOVED P/N	MF10-02-05		S/N	120008		LABOR-HRS	_____
INSTALLED P/N			S/N			PART COST\$	_____
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS				HRS
	LDGS		LDGS				LDGS
						TECH:	_____
						INSP:	_____

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

35-10-05-350-801-02 RESTORATION COPILOT OXYGEN MASK (OVERHAUL)

REMARKS : _____

GENERIC NO REF,AMM
35-10-05-350-801

>35-10-05-710-801-02 OPERATIONAL TEST COPILOT OXYGEN MASK

REMARKS : _____

AMM 35-10-05-710-801

Operator: **HERON AVIATION**

Work Card No.: **35.050**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

241AZ INTERNAL DOORS DOOR

35-10-05-900-801-02 COPILOT OXYGEN MASK

35-10-05-710-801-02 OPERATIONAL TEST COPILOT OXYGEN MASK

AREA SUMMARIES

F3 COCKPIT

35-10-05-900-801-02 COPILOT OXYGEN MASK

35-10-05-350-801-02 RESTORATION COPILOT OXYGEN MASK (OVERHAUL)

35-10-05-710-801-02 OPERATIONAL TEST COPILOT OXYGEN MASK

SOURCE SUMMARIES

956 MPD 05-20-35 PAGE NO.:PAGE 1/3 REF: 35-10 CREW OXYGEN SYSTEM DATE: JUN 10/2011 1

35-10-05-350-801-02 RESTORATION COPILOT OXYGEN MASK (OVERHAUL)

35-10-05-710-801-02 OPERATIONAL TEST COPILOT OXYGEN MASK

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-900-801 REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE TYPE OF OPERATIONS TO BE PERFORMED ON THE OXYGEN SYSTEM:

- HANDS, CLOTHES AND TOOLS MUST IMPERATIVELY BE FREE OF GREASE,
- VENTILATE THE COCKPIT AND PASSENGER CABIN (PASSENGER DOOR OPEN),
- SMOKING IS PROHIBITED,
- CUT OFF ALL AIRCRAFT POWER SUPPLIES,
- REFER TO THE PROCEDURE PROVIDING GENERAL INSTRUCTIONS FOR OXYGEN SYSTEM MAINTENANCE (REFER TO [TASK 35-00-00-910-801](#)),
- REPLACEMENT OF OXYGEN SYSTEM COMPONENTS WITH PASSENGERS ON BOARD IS PROHIBITED.

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-900-801-01 LH pilot oxygen mask ([L502WH](#))
- 35-10-05-900-801-02 RH pilot oxygen mask ([R502WH](#))
- 35-10-05-900-801-03 third crew member oxygen mask ([524WH](#))

This procedure describes the removal, installation and stowage of the crew oxygen masks.

NOTE: On A/C with a third crew member oxygen mask (optional), the procedure for the removal/installation of the third crew member oxygen mask ([524WH](#)) is the same as for the removal/installation of the pilot oxygen mask ([L502WH](#)) and copilot oxygen mask ([R502WH](#)).

2. LOGISTICS

A. References

Reference	Designation
• 35-00-00-360-801	LOCALIZATION AND REPAIR OF LEAKS ON THE OXYGEN SYSTEM
• 35-00-00-910-801	OXYGEN SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
• 35-10-05-710-801	OPERATIONAL TEST OF THE CREW OXYGEN MASKS

B. Ingredients and Consumable Products

Designation	Additional designation
• DISINFECTANT	OXYGEN
• LEAK DETECTOR	

C. Access

Reference	Designation
• 241AZ	OXYGEN CYLINDER ACCESS DOOR
• PAX	PASSENGER DOOR

D. Miscellaneous

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- LINT-FREE CLOTH

3. PRELIMINARY STEPS

Refer to **fig. 1**

- Open door (**241AZ**) giving access to the pressure reducing valve of oxygen cylinder (**500WH**).
- Close the pressure reducing valve of oxygen cylinder (**500WH**) ("OFF" indication).

4. REMOVAL OF CREW OXYGEN MASKS

Refer to **fig. 1**

- Holding the mask tightly by the red tabs (3) of the harness inflation control, remove pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) from pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).
- Disconnect radio connector (1) from pilot/copilot mask mike jack (**L3RL**)/(**R3RL**).
- Disconnect oxygen mask coupling (2) from pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Install captive cap (7) on pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Remove pilot/copilot oxygen mask (**L502WH**)/(**L502WH**).

5. INSTALLATION OF CREW OXYGEN MASKS

Refer to **fig. 1**

- Clean pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) with **disinfectant**.
- Remove captive cap (7) from pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Connect oxygen mask coupling (2) to pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Open the pressure reducing valve of oxygen cylinder (**500WH**) ("ON" indication).
- Using **leak detector**, check for leaks at the oxygen mask coupling (2) (Refer to **TASK 35-00-00-360-801**).
- Carefully wipe off the **leak detector**.

NOTE: The **leak detector** must be wiped off immediately after completion of the leak test.

- Connect radio connector (1) to radio jack (**L3RL**)/(**R3RL**).

6. TEST OF CREW OXYGEN MASKS

- Perform an operational test of pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) (Refer to **TASK 35-10-05-710-801**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

7. STOWAGE OF CREW OXYGEN MASKS

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

- A. For A/C with mask equipped with comfort function, make sure that the toggle switch (7) is set to "NORM".
- B. Coil the oxygen hose and the radio cord at the bottom of pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) (**fig. 2**, detail A).
- C. Put the harness into pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) (**fig. 2**, detail B).

NOTE: The harness must not protrude from the edge of the mask (**fig. 2**, detail C).

- D. Take the mask by the red tabs (3) of the harness inflation control, without pressing them, and put the mask into the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**), with the harness sides symmetrically arranged with respect to the mask and ahead of the mask face section (**fig. 2**, detail D).
- E. Press pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) against stop (9) in pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**), with the mask face section downwards and the opening facing aft (**fig. 2**, detail D).

NOTE: Red tabs (3) must protrude from the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).

- F. Close the LH door (**fig. 2**, detail E).

NOTE: Spigot (8) located on the edge of the LH door retains pilot/copilot oxygen mask (**L502WH**)/(**L502WH**).

- G. Insert spigot (8) into hole (5) in red tab (3).
- H. Close the RH door (**fig. 2**, detail F).
- I. Position the oxygen hose and the radio cord in the cutout provided in the doors of the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) (the hose curve must be 5 to 6 cm (2 to 2.4 in.) in diameter) (**fig. 2**, detail F).
- J. Make sure that the "N-100%" control pushbutton (4) is set to "N" (**fig. 2**, detail F).

8. FINAL STEPS

Refer to **fig. 1**

- A. Close access door (**241AZ**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

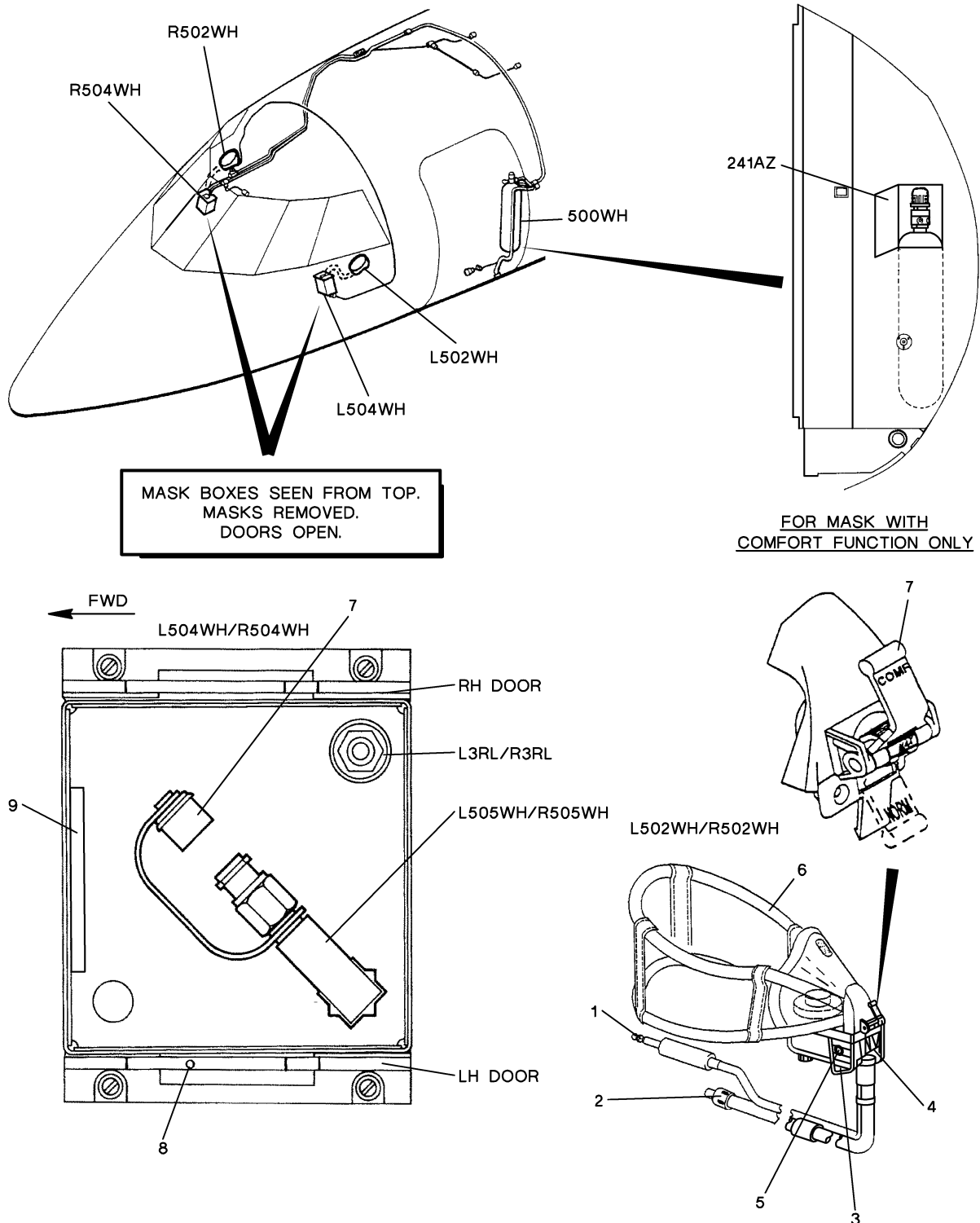
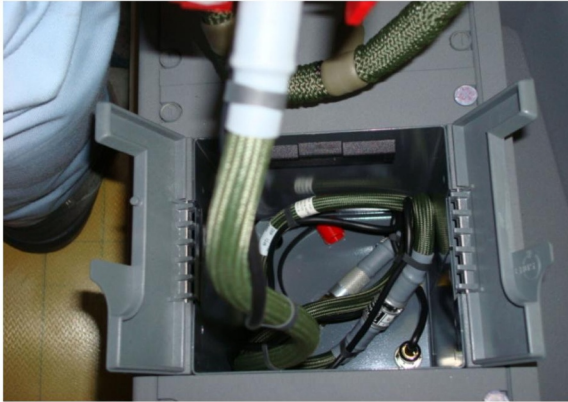


Figure 1: Location of Equipment

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

DETAIL A



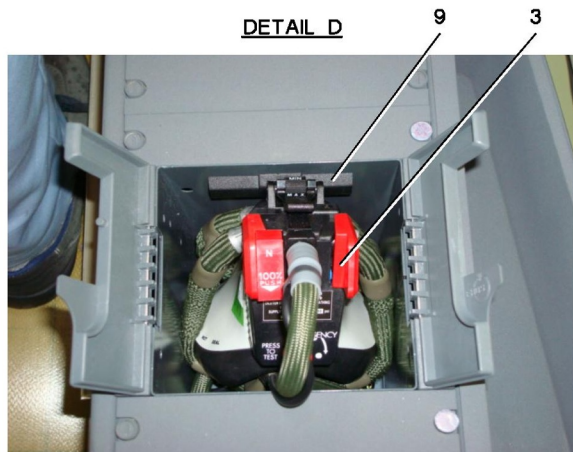
DETAIL B



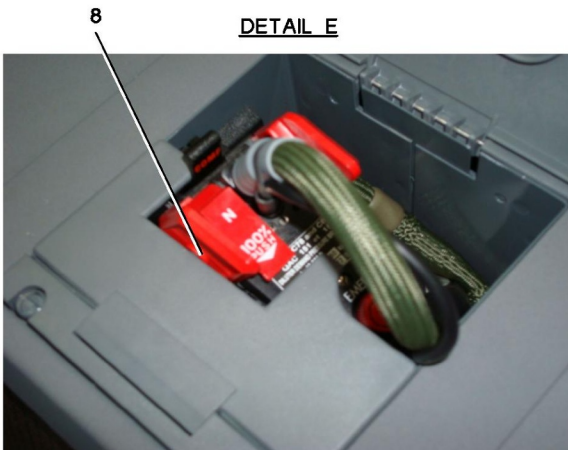
DETAIL C



DETAIL D



DETAIL E



DETAIL F

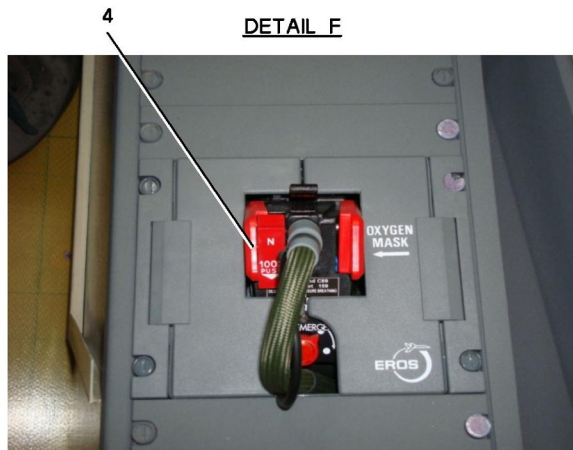


Figure 2: Stowage of the Crew Oxygen Masks

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-350-801 RESTORATION OF THE CREW OXYGEN MASKS (OVERHAUL)

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-350-801-01 LH pilot oxygen mask (**L502WH**)
- 35-10-05-350-801-02 RH pilot oxygen mask (**R502WH**)
- 35-10-05-350-801-03 third crew member oxygen mask (**524WH**)

The task consists in an overhaul of the regulator of the crew oxygen masks.

For Removal/Installation of the oxygen masks, refer to the AMM (Refer to **TASK 35-10-05-900-801**).

2. LOGISTICS

A. References

Reference

- **35-10-05-900-801**

Designation

REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-710-801

OPERATIONAL TEST OF THE CREW OXYGEN MASKS

WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE TYPE OF OPERATIONS TO BE PERFORMED ON THE OXYGEN SYSTEM:

- **HANDS, CLOTHES AND TOOLS MUST BE IMPERATIVELY FREE OF GREASE.**
- **VENTILATE THE COCKPIT AND PASSENGER CABIN (PASSENGER DOOR OPEN).**
- **REFER TO THE PROCEDURE PROVIDING SPECIFIC INSTRUCTIONS FOR OXYGEN SYSTEM MAINTENANCE (REFER TO [TASK 35-00-00-910-801](#)).**
- **SMOKING IS PROHIBITED.**
- **CUT OFF ALL A/C POWER SUPPLIES.**
- **REPLACEMENT OF OXYGEN SYSTEM COMPONENTS WITH PASSENGERS ON BOARD IS PROHIBITED.**

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-710-801-01 LH pilot oxygen mask ([L502WH](#))
- 35-10-05-710-801-02 RH pilot oxygen mask ([R502WH](#))
- 35-10-05-710-801-03 third crew member oxygen mask ([524WH](#))

This procedure describes the operational test of pilot/copilot oxygen masks ([L502WH](#))/([R502WH](#)). The following mask components are tested:

- the controller,
- the pneumatic harness,
- the microphone,
- the comfort function and the flowmeter indicator, as applicable.

This procedure is also applicable to the third crew member oxygen mask ([524WH](#)) when it is of the same type as the LH / RH pilot masks (option).

This procedure is not applicable if the third crew member mask is a passenger mask. In this case, the third crew member mask is tested at the same time as the passenger masks (Refer to [TASK 35-20-00-720-801](#)).

This procedure also includes a mask check consisting of a cleaning and a visual inspection of the pilot/copilot oxygen masks for correct condition.

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [35-00-00-910-801](#)
- [35-20-00-720-801](#)
- [35-10-05-100-801](#)
- [35-10-05-900-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OXYGEN SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
FUNCTIONAL TEST OF THE PASSENGER OXYGEN SYSTEM
CLEANING OF THE CREW OXYGEN MASKS
REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

B. Energy

- ELECTRICAL

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C. Access

Reference

- **241AZ**
- **PAX**

Designation

OXYGEN CYLINDER ACCESS DOOR
PASSENGER DOOR

3. OPERATIONAL TEST

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

- A. Open access door (**241AZ**).
- B. Open pressure reducing valve (1) of oxygen cylinder (**500WH**).
- C. In the cockpit, on pilot/copilot oxygen mask (**L502WH**)/(**R502WH**), pinch harness inflating controls (red levers) (7).
- D. Remove pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) from pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).
- E. Check that harness (9) inflates correctly.
- F. Maintain harness (9) inflated, then put pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) over your face.
- G. Release harness inflating controls (red levers) (7): harness (9) deflates until it is tight around your head.
- H. Check that you can breathe easily ("N - 100%" control pushbutton (5) set to "N" (dilution mode), then to "100%" (pure oxygen mode)): the mask supplies oxygen as the user breathes in.
- I. Set manual overpressure into operation by turning "PRESS TO TEST" knob (8) to "EMERGENCY" (counterclockwise direction).
- J. If pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) is provided with the comfort function, perform the following checks:
 - (1) Press "COMF" toggle switch (2) located on the regulator of pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) and pinch harness inflating controls (red levers) (7).
 - (2) Check that harness (9) slowly inflates.
 - (3) Release harness inflating controls (red levers) (7) and make sure that the pressure in harness (9) stabilizes.
 - (4) Set "COMF" toggle switch (2) back to "NORM" and check that harness (9) immediately deflates.
- K. If pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) is equipped with a flowmeter indicator on the oxygen hose, check for correct operation of flow indicator (6) as follows:
 - black indicator not visible: presence of an oxygen flow,
 - black indicator visible: absence of oxygen flow.
- L. Pull down slide (3) located on the mask until the red stripes are fully visible.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- M. Check that overpressure operates via the regulator valve intended to supply pilot/copilot smoke goggles (**L507WH**)/(**R507WH**): pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) delivers a continuous oxygen flow.
- N. Stop manual overpressure by turning back "PRESS TO TEST" control knob (8) (clockwise direction).
- O. Push up slide (3) located on the mask until the red stripes fully disappear.
- P. Set "N - 100%" control pushbutton (5) to "100%".
- Q. Press "PRESS TO TEST" control knob (8) and check for a hissing noise: pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) delivers a continuous oxygen flow.
- R. Close pressure reducing valve (1) of oxygen cylinder (**500WH**).
- S. Close access door (**241AZ**).
- T. Test microphone (4) as follows:
 - (1) Energize the aircraft systems with batteries (refer to the procedure (Refer to **TASK 24-00-00-860-801**), paragraph "Energization from Batteries").
 - (2) On ICS 1 and 2 (**L2RL**)/(**R2RL**), press "SPK" (10) and "MASK" (11) pushbuttons, then press pilot/copilot push-to-talk button (**L8TB3**)/(**R8TB3**) on pilot/copilot control column/wheel (**L8TB**)/(**R8TB**).
 - (3) Speak in microphone (4) and make sure that you hear your voice from pilot/copilot loudspeaker (**L8RL**)/(**R8RL**).
 - (4) On ICS 1 and 2 (**L2RL**)/(**R2RL**), press "MASK" (11) and "SPK" (10) pushbuttons, then press pilot/copilot push-to-talk button (**L8TB3**)/(**R8TB3**).
 - (5) Speak in microphone (4) and make sure that you do not hear your voice from pilot/copilot loudspeaker (**L8RL**)/(**R8RL**).
 - (6) De-energize the aircraft systems with batteries (refer to the procedure (Refer to **TASK 24-00-00-860-801**), paragraph "De-energization from Batteries").

4. MASK CHECK

- A. Clean pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) (Refer to **TASK 35-10-05-100-801**).
- B. Inspect the different parts of pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) and check them for correct condition (anomalies, cuts, distortions):
 - regulator,
 - mask,
 - harness,
 - oxygen hose,
 - radio jack connector,
 - oxygen flow indicator.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- C. Stow pilot/copilot oxygen mask (L502WH)/(R502WH) in pilot/copilot oxygen mask box (L504WH)/(R504WH) (Refer to TASK 35-10-05-900-801).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

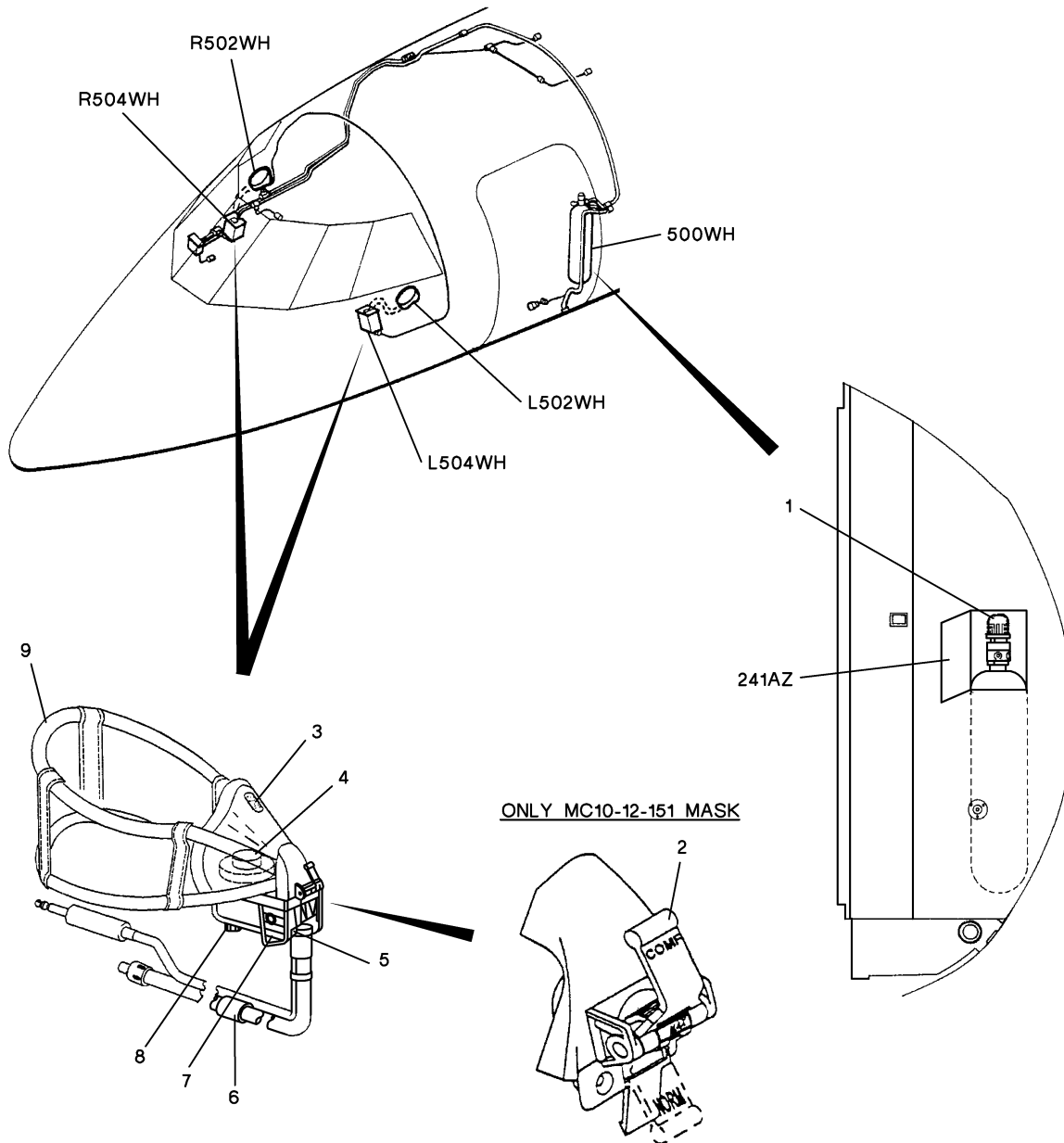


Figure 1: Operational Test of Crew Oxygen Masks

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

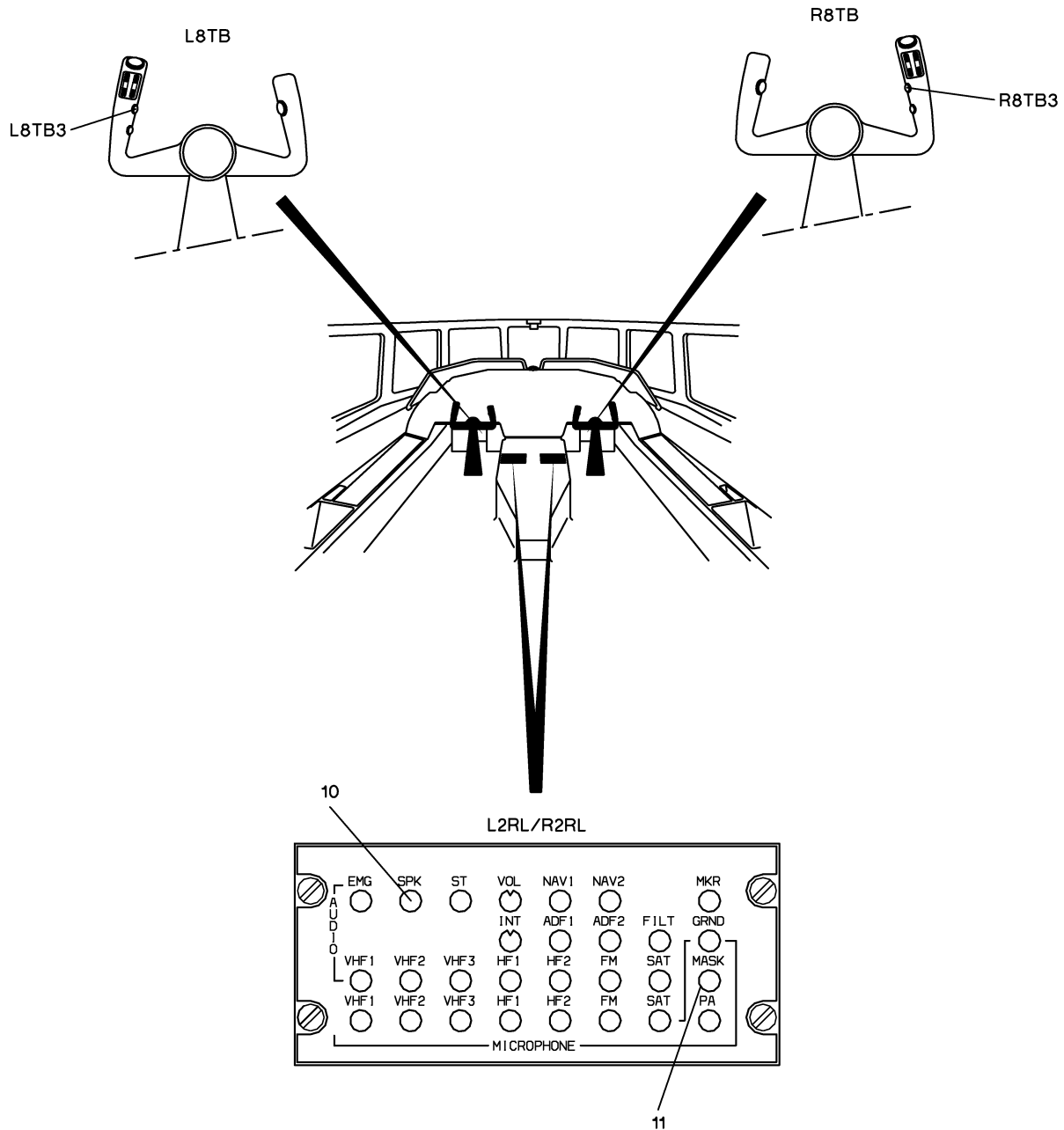


Figure 2: Location of Cockpit Controls

Project No: **BDHRN002**Job Card No **0138**

Notif.No.: 10049241

Activity: **1046**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: **OPC Third Crew Member Oxygen Mask 524wh**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 35

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**

241AZ,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069318 Operation: 0010 Phase: Functions - 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: 35-10-05-710-801-03

Operator Code: 35-10-05-710-801-03

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.: 35.060
Serial No.: 096	Model: FALCON 900EX	
Reg No.: D-AHRN	Workorder No.: _____	

	Date	A/C HRS	AFL	APH			
Due At	27-JAN-2013						
Accomplished							

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

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

35-10-05-900-801-03	<input type="checkbox"/> THIRD CREW MEMBER OXYGEN MASK	GENERIC NO REF,AMM 35-10-05-900-801
---------------------	--------------------------------------------------------	----------------------------------------

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT <input type="checkbox"/> DAMAGED <input type="checkbox"/> UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N		MC10-12-151	S/N		117076	LABOR-HRS		
INSTALLED P/N			S/N			PART COST\$		
INSTALLED TSN	MOS		INSTALLED TSO	MOS		TIME SINCE REPAIR	MOS	
	HRS			HRS			HRS	
	LDGS			LDGS			LDGS	
						WARRANTY TIME REMAINING		
						TECH:		INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

35-10-05-350-801-03	RESTORATION THIRD CREW MEMBER OXYGEN MASK (OVERHAUL)	_____	_____	<input type="checkbox"/>
REMARKS : _____				

GENERIC NO REF,AMM
35-10-05-710-801,AMM
35-10-05-350-801

>35-10-05-710-801-03	OPERATIONAL TEST THIRD CREW MEMBER OXYGEN MASK	_____	_____	<input type="checkbox"/>
REMARKS : _____				

AMM 35-10-05-710-801

Operator: **HERON AVIATION**Work Card No.: **35.060**Serial No.: **096**Model: **FALCON 900EX**Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES**241AZ INTERNAL DOORS DOOR**

35-10-05-710-801-03 OPERATIONAL TEST THIRD CREW MEMBER OXYGEN MASK

AREA SUMMARIES**F3 COCKPIT**

35-10-05-900-801-03 THIRD CREW MEMBER OXYGEN MASK

35-10-05-350-801-03 RESTORATION THIRD CREW MEMBER OXYGEN MASK (OVERHAUL)

35-10-05-710-801-03 OPERATIONAL TEST THIRD CREW MEMBER OXYGEN MASK

SOURCE SUMMARIES**956 MPD 05-20-35 PAGE NO.:PAGE 1/3 REF: 35-10 CREW OXYGEN SYSTEM DATE: JUN 10/2011 1**

35-10-05-350-801-03 RESTORATION THIRD CREW MEMBER OXYGEN MASK (OVERHAUL)

35-10-05-710-801-03 OPERATIONAL TEST THIRD CREW MEMBER OXYGEN MASK

971 SMM 05-20-00 PAGE NO.:PAGE 4 REF: 35 - THIRD CREW OXYGEN MASK DATE: MAR 09/12 B

35-10-05-350-801-03 RESTORATION THIRD CREW MEMBER OXYGEN MASK (OVERHAUL)

35-10-05-710-801-03 OPERATIONAL TEST THIRD CREW MEMBER OXYGEN MASK

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-900-801

REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE TYPE OF OPERATIONS TO BE PERFORMED ON THE OXYGEN SYSTEM:

- HANDS, CLOTHES AND TOOLS MUST IMPERATIVELY BE FREE OF GREASE,
- VENTILATE THE COCKPIT AND PASSENGER CABIN (PASSENGER DOOR OPEN),
- SMOKING IS PROHIBITED,
- CUT OFF ALL AIRCRAFT POWER SUPPLIES,
- REFER TO THE PROCEDURE PROVIDING GENERAL INSTRUCTIONS FOR OXYGEN SYSTEM MAINTENANCE (REFER TO [TASK 35-00-00-910-801](#)),
- REPLACEMENT OF OXYGEN SYSTEM COMPONENTS WITH PASSENGERS ON BOARD IS PROHIBITED.

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-900-801-01 LH pilot oxygen mask ([L502WH](#))
- 35-10-05-900-801-02 RH pilot oxygen mask ([R502WH](#))
- 35-10-05-900-801-03 third crew member oxygen mask ([524WH](#))

This procedure describes the removal, installation and stowage of the crew oxygen masks.

NOTE: On A/C with a third crew member oxygen mask (optional), the procedure for the removal/installation of the third crew member oxygen mask ([524WH](#)) is the same as for the removal/installation of the pilot oxygen mask ([L502WH](#)) and copilot oxygen mask ([R502WH](#)).

2. LOGISTICS

A. References

Reference	Designation
• 35-00-00-360-801	LOCALIZATION AND REPAIR OF LEAKS ON THE OXYGEN SYSTEM
• 35-00-00-910-801	OXYGEN SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
• 35-10-05-710-801	OPERATIONAL TEST OF THE CREW OXYGEN MASKS

B. Ingredients and Consumable Products

Designation	Additional designation
• DISINFECTANT	OXYGEN
• LEAK DETECTOR	

C. Access

Reference	Designation
• 241AZ	OXYGEN CYLINDER ACCESS DOOR
• PAX	PASSENGER DOOR

D. Miscellaneous

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- LINT-FREE CLOTH

3. PRELIMINARY STEPS

Refer to **fig. 1**

- Open door (**241AZ**) giving access to the pressure reducing valve of oxygen cylinder (**500WH**).
- Close the pressure reducing valve of oxygen cylinder (**500WH**) ("OFF" indication).

4. REMOVAL OF CREW OXYGEN MASKS

Refer to **fig. 1**

- Holding the mask tightly by the red tabs (3) of the harness inflation control, remove pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) from pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).
- Disconnect radio connector (1) from pilot/copilot mask mike jack (**L3RL**)/(**R3RL**).
- Disconnect oxygen mask coupling (2) from pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Install captive cap (7) on pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Remove pilot/copilot oxygen mask (**L502WH**)/(**L502WH**).

5. INSTALLATION OF CREW OXYGEN MASKS

Refer to **fig. 1**

- Clean pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) with **disinfectant**.
- Remove captive cap (7) from pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Connect oxygen mask coupling (2) to pilot/copilot oxygen mask jack (**L505WH**)/(**R505WH**).
- Open the pressure reducing valve of oxygen cylinder (**500WH**) ("ON" indication).
- Using **leak detector**, check for leaks at the oxygen mask coupling (2) (Refer to **TASK 35-00-00-360-801**).
- Carefully wipe off the **leak detector**.

NOTE: The **leak detector** must be wiped off immediately after completion of the leak test.

- Connect radio connector (1) to radio jack (**L3RL**)/(**R3RL**).

6. TEST OF CREW OXYGEN MASKS

- Perform an operational test of pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) (Refer to **TASK 35-10-05-710-801**).

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7. STOWAGE OF CREW OXYGEN MASKS

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

- A. For A/C with mask equipped with comfort function, make sure that the toggle switch (7) is set to "NORM".
- B. Coil the oxygen hose and the radio cord at the bottom of pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) (**fig. 2**, detail A).
- C. Put the harness into pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) (**fig. 2**, detail B).

NOTE: The harness must not protrude from the edge of the mask (**fig. 2**, detail C).

- D. Take the mask by the red tabs (3) of the harness inflation control, without pressing them, and put the mask into the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**), with the harness sides symmetrically arranged with respect to the mask and ahead of the mask face section (**fig. 2**, detail D).
- E. Press pilot/copilot oxygen mask (**L502WH**)/(**L502WH**) against stop (9) in pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**), with the mask face section downwards and the opening facing aft (**fig. 2**, detail D).

NOTE: Red tabs (3) must protrude from the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).

- F. Close the LH door (**fig. 2**, detail E).

NOTE: Spigot (8) located on the edge of the LH door retains pilot/copilot oxygen mask (**L502WH**)/(**L502WH**).

- G. Insert spigot (8) into hole (5) in red tab (3).
- H. Close the RH door (**fig. 2**, detail F).
- I. Position the oxygen hose and the radio cord in the cutout provided in the doors of the pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**) (the hose curve must be 5 to 6 cm (2 to 2.4 in.) in diameter) (**fig. 2**, detail F).
- J. Make sure that the "N-100%" control pushbutton (4) is set to "N" (**fig. 2**, detail F).

8. FINAL STEPS

Refer to **fig. 1**

- A. Close access door (**241AZ**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

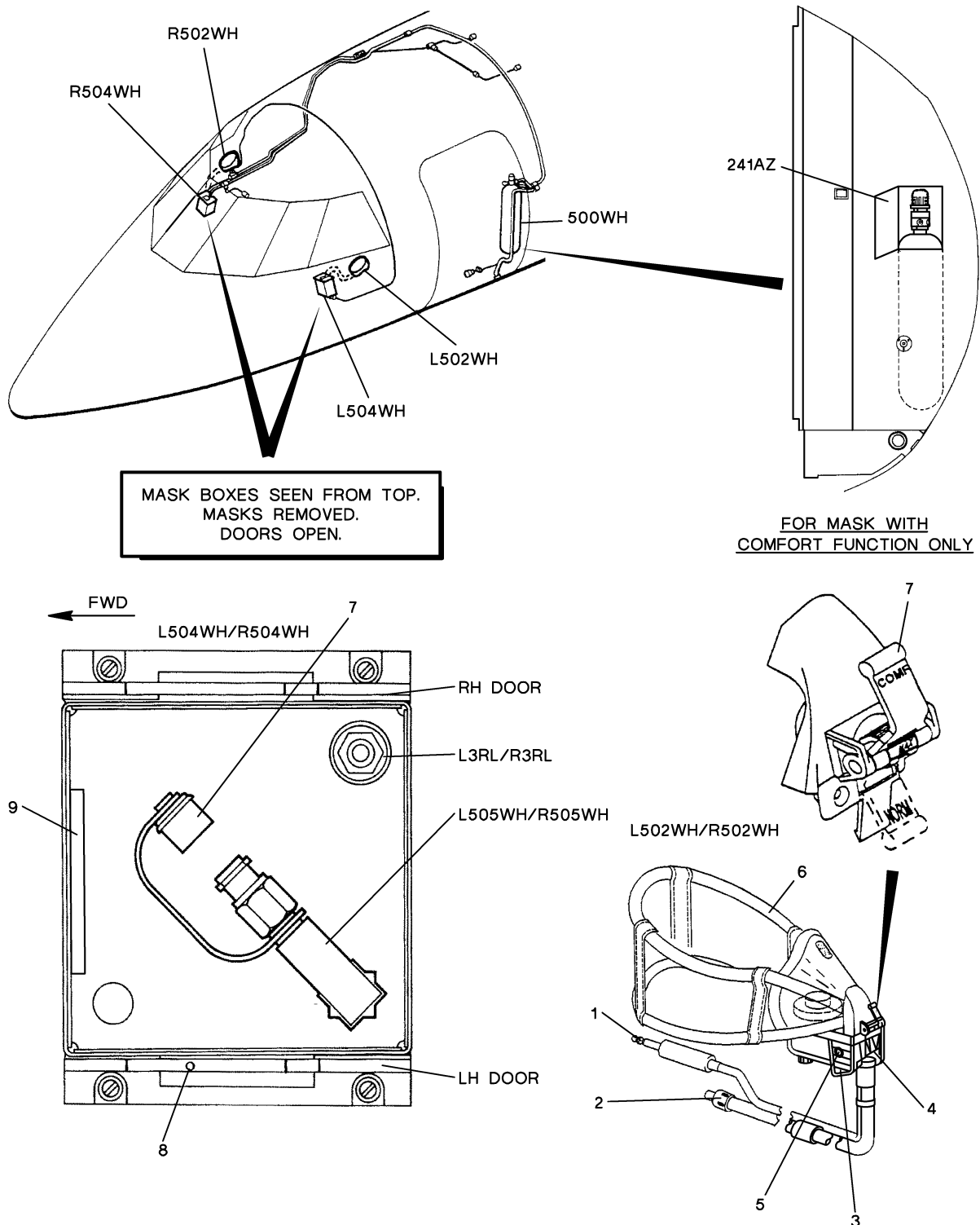
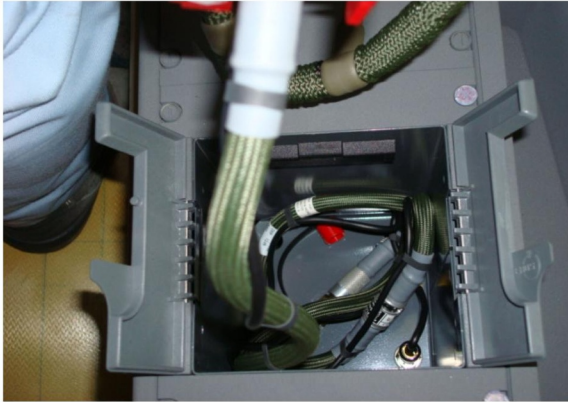


Figure 1: Location of Equipment

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

DETAIL A



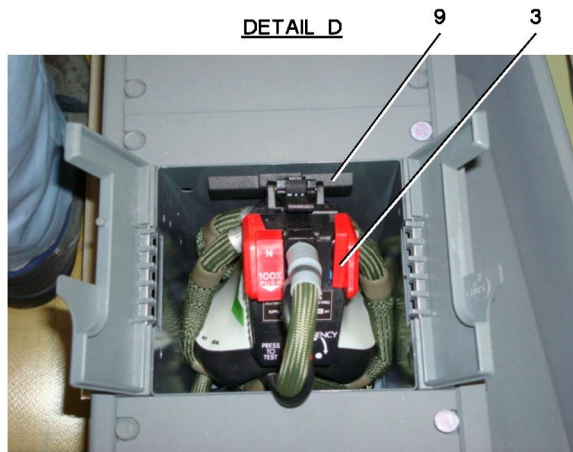
DETAIL B



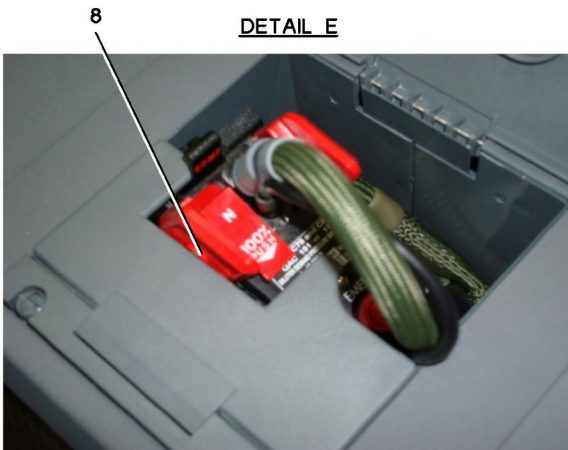
DETAIL C



DETAIL D



DETAIL E



DETAIL F

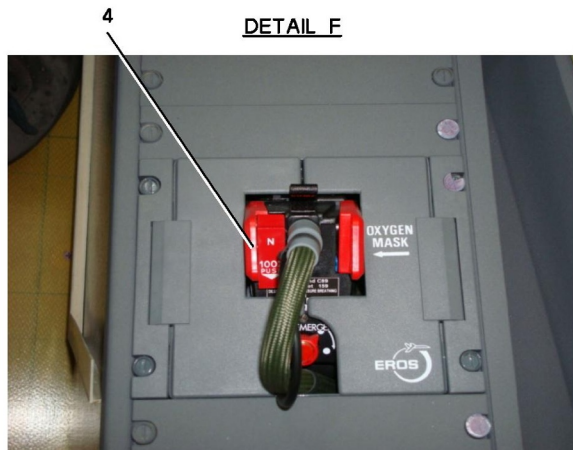


Figure 2: Stowage of the Crew Oxygen Masks

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-350-801 RESTORATION OF THE CREW OXYGEN MASKS (OVERHAUL)

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-350-801-01 LH pilot oxygen mask (**L502WH**)
- 35-10-05-350-801-02 RH pilot oxygen mask (**R502WH**)
- 35-10-05-350-801-03 third crew member oxygen mask (**524WH**)

The task consists in an overhaul of the regulator of the crew oxygen masks.

For Removal/Installation of the oxygen masks, refer to the AMM (Refer to **TASK 35-10-05-900-801**).

2. LOGISTICS

A. References

Reference

- **35-10-05-900-801**

Designation

REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 35-10-05-710-801

OPERATIONAL TEST OF THE CREW OXYGEN MASKS

WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE TYPE OF OPERATIONS TO BE PERFORMED ON THE OXYGEN SYSTEM:

- HANDS, CLOTHES AND TOOLS MUST BE IMPERATIVELY FREE OF GREASE.
- VENTILATE THE COCKPIT AND PASSENGER CABIN (PASSENGER DOOR OPEN).
- REFER TO THE PROCEDURE PROVIDING SPECIFIC INSTRUCTIONS FOR OXYGEN SYSTEM MAINTENANCE (REFER TO [TASK 35-00-00-910-801](#)).
- SMOKING IS PROHIBITED.
- CUT OFF ALL A/C POWER SUPPLIES.
- REPLACEMENT OF OXYGEN SYSTEM COMPONENTS WITH PASSENGERS ON BOARD IS PROHIBITED.

1. OVERVIEW OF THE JOB

Operation codes:

- 35-10-05-710-801-01 LH pilot oxygen mask ([L502WH](#))
- 35-10-05-710-801-02 RH pilot oxygen mask ([R502WH](#))
- 35-10-05-710-801-03 third crew member oxygen mask ([524WH](#))

This procedure describes the operational test of pilot/copilot oxygen masks ([L502WH](#))/([R502WH](#)). The following mask components are tested:

- the controller,
- the pneumatic harness,
- the microphone,
- the comfort function and the flowmeter indicator, as applicable.

This procedure is also applicable to the third crew member oxygen mask ([524WH](#)) when it is of the same type as the LH / RH pilot masks (option).

This procedure is not applicable if the third crew member mask is a passenger mask. In this case, the third crew member mask is tested at the same time as the passenger masks (Refer to [TASK 35-20-00-720-801](#)).

This procedure also includes a mask check consisting of a cleaning and a visual inspection of the pilot/copilot oxygen masks for correct condition.

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [35-00-00-910-801](#)
- [35-20-00-720-801](#)
- [35-10-05-100-801](#)
- [35-10-05-900-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OXYGEN SYSTEM MAINTENANCE AND SAFETY PRECAUTIONS
FUNCTIONAL TEST OF THE PASSENGER OXYGEN SYSTEM
CLEANING OF THE CREW OXYGEN MASKS
REMOVAL / INSTALLATION OF THE CREW OXYGEN MASKS

B. Energy

- ELECTRICAL

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C. Access

Reference

- **241AZ**
- **PAX**

Designation

OXYGEN CYLINDER ACCESS DOOR
PASSENGER DOOR

3. OPERATIONAL TEST

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

- A. Open access door (**241AZ**).
- B. Open pressure reducing valve (1) of oxygen cylinder (**500WH**).
- C. In the cockpit, on pilot/copilot oxygen mask (**L502WH**)/(**R502WH**), pinch harness inflating controls (red levers) (7).
- D. Remove pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) from pilot/copilot oxygen mask box (**L504WH**)/(**R504WH**).
- E. Check that harness (9) inflates correctly.
- F. Maintain harness (9) inflated, then put pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) over your face.
- G. Release harness inflating controls (red levers) (7): harness (9) deflates until it is tight around your head.
- H. Check that you can breathe easily ("N - 100%" control pushbutton (5) set to "N" (dilution mode), then to "100%" (pure oxygen mode)): the mask supplies oxygen as the user breathes in.
- I. Set manual overpressure into operation by turning "PRESS TO TEST" knob (8) to "EMERGENCY" (counterclockwise direction).
- J. If pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) is provided with the comfort function, perform the following checks:
 - (1) Press "COMF" toggle switch (2) located on the regulator of pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) and pinch harness inflating controls (red levers) (7).
 - (2) Check that harness (9) slowly inflates.
 - (3) Release harness inflating controls (red levers) (7) and make sure that the pressure in harness (9) stabilizes.
 - (4) Set "COMF" toggle switch (2) back to "NORM" and check that harness (9) immediately deflates.
- K. If pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) is equipped with a flowmeter indicator on the oxygen hose, check for correct operation of flow indicator (6) as follows:
 - black indicator not visible: presence of an oxygen flow,
 - black indicator visible: absence of oxygen flow.
- L. Pull down slide (3) located on the mask until the red stripes are fully visible.

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- M. Check that overpressure operates via the regulator valve intended to supply pilot/copilot smoke goggles (**L507WH**)/(**R507WH**): pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) delivers a continuous oxygen flow.
- N. Stop manual overpressure by turning back "PRESS TO TEST" control knob (8) (clockwise direction).
- O. Push up slide (3) located on the mask until the red stripes fully disappear.
- P. Set "N - 100%" control pushbutton (5) to "100%".
- Q. Press "PRESS TO TEST" control knob (8) and check for a hissing noise: pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) delivers a continuous oxygen flow.
- R. Close pressure reducing valve (1) of oxygen cylinder (**500WH**).
- S. Close access door (**241AZ**).
- T. Test microphone (4) as follows:
 - (1) Energize the aircraft systems with batteries (refer to the procedure (Refer to **TASK 24-00-00-860-801**), paragraph "Energization from Batteries").
 - (2) On ICS 1 and 2 (**L2RL**)/(**R2RL**), press "SPK" (10) and "MASK" (11) pushbuttons, then press pilot/copilot push-to-talk button (**L8TB3**)/(**R8TB3**) on pilot/copilot control column/wheel (**L8TB**)/(**R8TB**).
 - (3) Speak in microphone (4) and make sure that you hear your voice from pilot/copilot loudspeaker (**L8RL**)/(**R8RL**).
 - (4) On ICS 1 and 2 (**L2RL**)/(**R2RL**), press "MASK" (11) and "SPK" (10) pushbuttons, then press pilot/copilot push-to-talk button (**L8TB3**)/(**R8TB3**).
 - (5) Speak in microphone (4) and make sure that you do not hear your voice from pilot/copilot loudspeaker (**L8RL**)/(**R8RL**).
 - (6) De-energize the aircraft systems with batteries (refer to the procedure (Refer to **TASK 24-00-00-860-801**), paragraph "De-energization from Batteries").

4. MASK CHECK

- A. Clean pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) (Refer to **TASK 35-10-05-100-801**).
- B. Inspect the different parts of pilot/copilot oxygen mask (**L502WH**)/(**R502WH**) and check them for correct condition (anomalies, cuts, distortions):
 - regulator,
 - mask,
 - harness,
 - oxygen hose,
 - radio jack connector,
 - oxygen flow indicator.



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- C. Stow pilot/copilot oxygen mask (L502WH)/(R502WH) in pilot/copilot oxygen mask box (L504WH)/(R504WH) (Refer to TASK 35-10-05-900-801).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

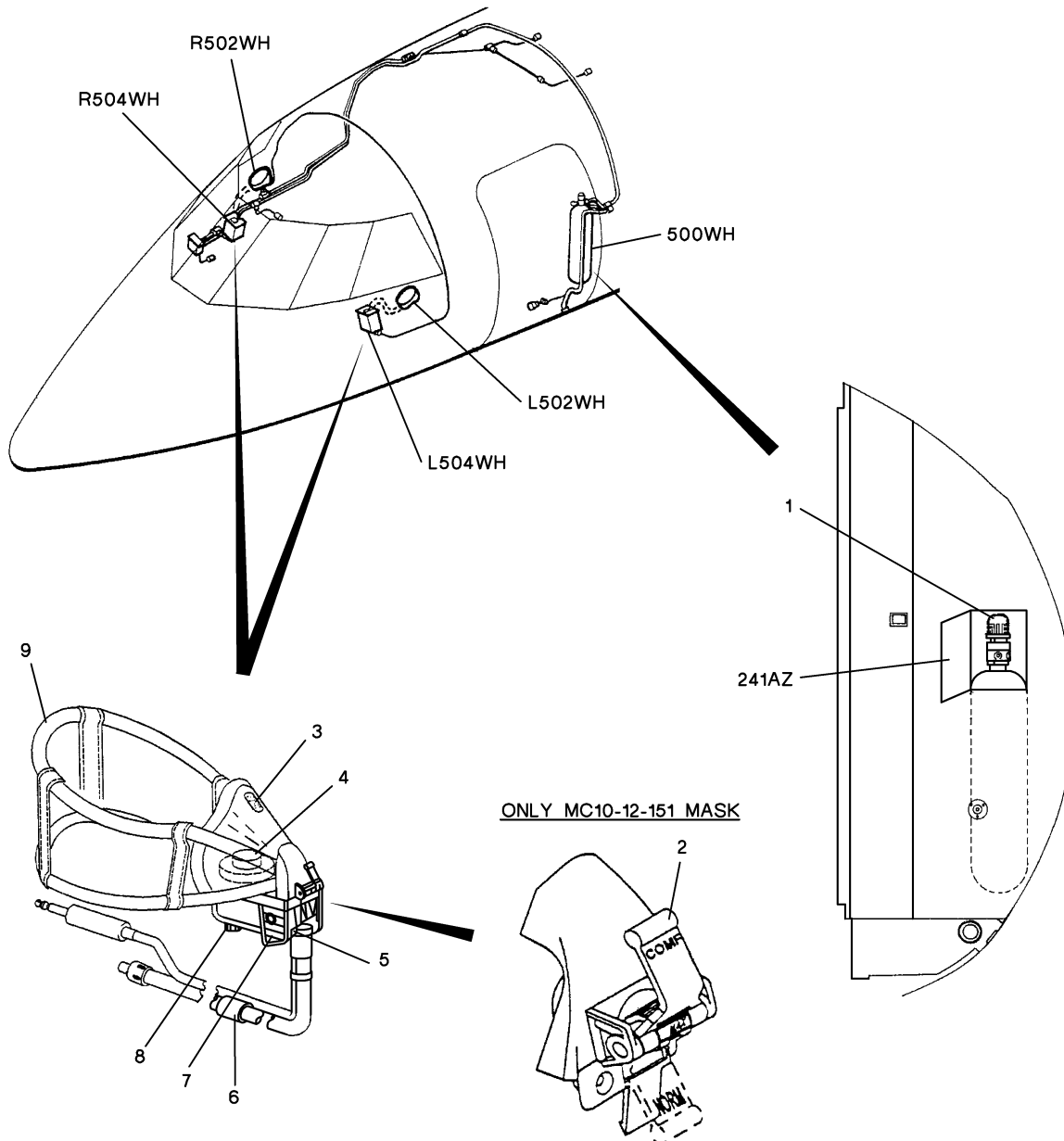


Figure 1: Operational Test of Crew Oxygen Masks

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

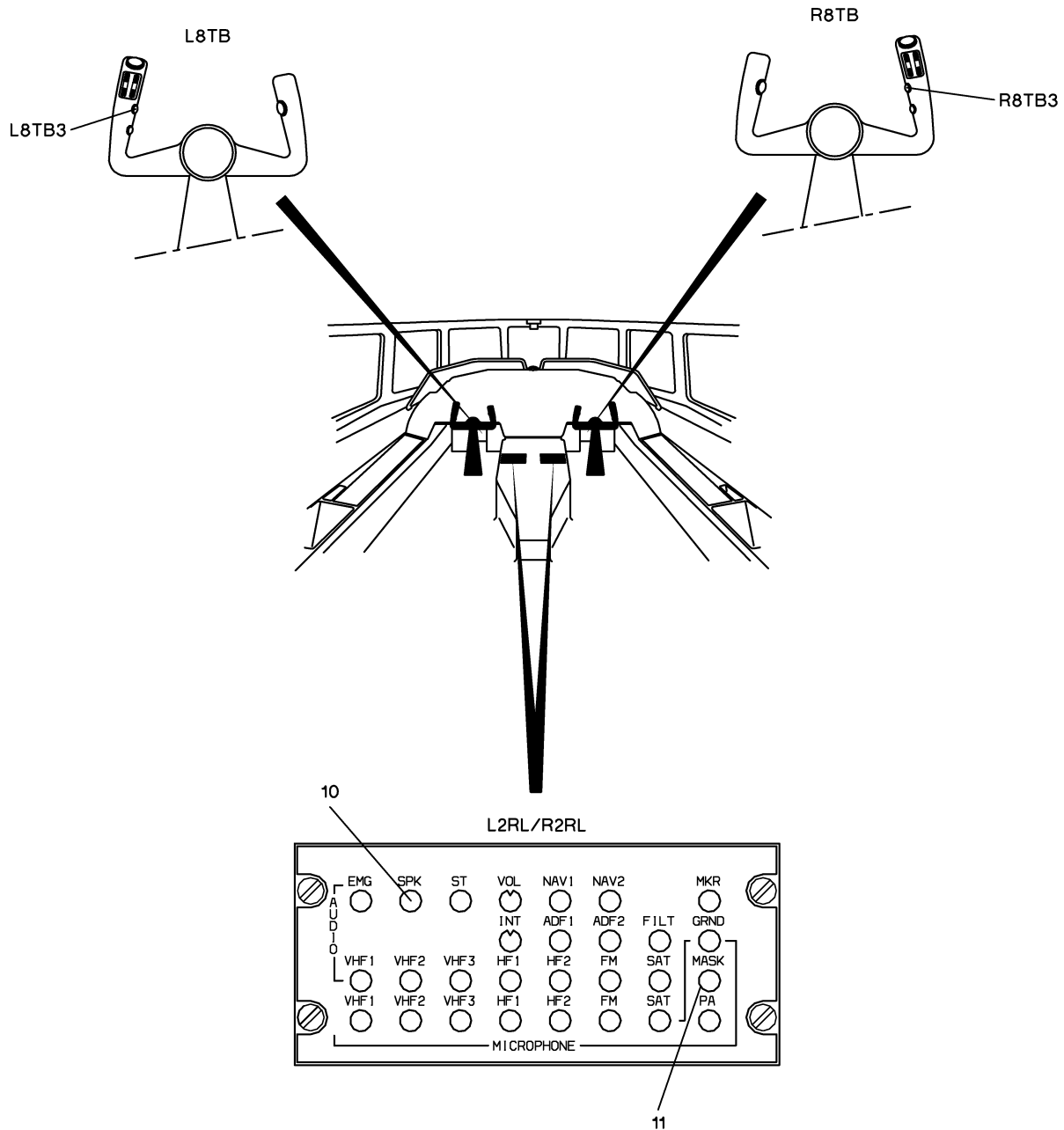


Figure 2: Location of Cockpit Controls

Project No: **BDHRN002**Job Card No **0139**

Notif.No.: 10049214

Activity: **1019**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: FNC Rudder Servo Actuator

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Work Center	
FALCON A/C	

Zone: 200,300

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					
	This task satisfies operator codes 27-22-01-350-801-01 & 27-22-01-350-801-01A					
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Order: 80069353
Operation: 0010
Phase: Functions - scheduling activity
Work Center:FALCON A/C TEAM

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: 27-22-01-350-801-01A

Operator Code: 27-22-01-350-801-01A

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0140**

Notif.No.: 10049055

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: CHK Throttle Levers For Friction Points

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 76


Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 200,300,400**Access Required for this task:**

413AB,423AB,455AL,456AR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069291 Operation: 0010 Phase: Functions - 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: 76-10-00-220-801

Operator Code: 76-10-00-220-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0141**

Notif.No.: 10049056

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: CHK Throttle Levers For Friction Points

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 76

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 200,300,400**Access Required for this task:**

455AL,456AR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069294 Operation: 0010 Phase: Functions - 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: 76-10-00-220-801

Operator Code: 76-10-00-220-801-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

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Print No: 1

Project No: **BDHRN002**Job Card No **0142**

Notif.No.: 10049057

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: **CHK Throttle Levers For Friction Points**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 76

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 200,300,400**Access Required for this task:**

423AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069295 Operation: 0010 Phase: Functions - 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.

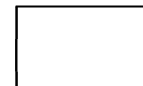
Defect Card Raised

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: 76-10-00-220-801

Operator Code: 76-10-00-220-801-03

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.: **76.010**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>76-10-00-220-801- CHECK OF THE NO. 1 ENGINE THROTTLE LEVERS FOR FRICTION POINTS

REMARKS : _____

AMM 76-10-00-220-801

>76-10-00-220-801- CHECK OF THE NO. 2 ENGINE THROTTLE LEVERS FOR FRICTION POINTS

REMARKS : _____

AMM 76-10-00-220-801

>76-10-00-220-801- CHECK OF THE NO. 3 ENGINE THROTTLE LEVERS FOR FRICTION POINTS

REMARKS : _____

AMM 76-10-00-220-801

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TASK 76-10-00-220-801 CHECK OF THE THROTTLE LEVERS FOR FRICTION POINTS

1. OVERVIEW OF THE JOB

Operation codes:

- | | |
|-----------------------|----------|
| • 76-10-00-220-801-01 | Engine 1 |
| • 76-10-00-220-801-02 | Engine 2 |
| • 76-10-00-220-801-03 | Engine 3 |

2. LOGISTICS

A. References

Reference	Designation
• 76-10-00-220-802	MEASUREMENT OF THE THROTTLE LEVER OPERATING FORCES
• 76-10-21-900-801	REMOVAL / INSTALLATION / ADJUSTMENT OF THE ENGINE 1 AND 3 TELEFLEX CONTROL CABLES
• 76-10-21-900-802	REMOVAL / INSTALLATION / ADJUSTMENT OF THE ENGINE 2 TELEFLEX CONTROL CABLE

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Access

Reference	Designation
• 413AB	ENGINE 1 LOWER COWLING
• 423AB	ENGINE 3 LOWER COWLING
• 455AL	ENGINE 2 LH COWLING
• 456AR	ENGINE 2 RH COWLING

3. PRELIMINARY STEPS

- A. Open lower cowlings ([413AB](#)), ([423AB](#)) of engines Nos. 1 and 3 and cowlings ([455AL](#)), ([456AR](#)) of engine No.2.

4. CHECK

- A. Check tightening of the screws securing the throttle lever adjustable stops (stops : FULL POWER - IDLE - STOP).
- B. Check the travel of each throttle lever in both directions (STOP/FULL POWER and FULL POWER/STOP).
- (1) Check that there are no friction points.
 - (2) Check the correspondence between the throttle lever position and the fuel control unit graduated quadrant.

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STOP position 0^{+0}_{-2} degrees.

IDLE position $^{+2}_{-4}$ degrees.

FULL POWER position $^{+2}_{-0}$ degrees.

NOTE: Move the throttle lever slowly and evenly without applying undue force on the stops to perform an accurate check of these values.

- C. If hard spots or friction points are found, measure the operating forces (Refer to **TASK 76-10-00-220-802**).

- D. These friction points may originate from the following defects:

NOTE: These defects require the replacement of the TELEFLEX control cable or the fuel control unit.

- (1) Buckling of sliding end-fitting of TELEFLEX control cable.
- (2) Foreign bodies lodged between sliding end-fitting and TELEFLEX control cable end-fitting.
- (3) An internal defect of TELEFLEX control cable or fuel control unit.
- (4) External deterioration of TELEFLEX control cable (for example, flattening of cable sheath).

NOTE: In the event of accidental damage to the TELEFLEX control cable, it is forbidden to attempt to straighten it. Replace the TELEFLEX control cable (Refer to **TASK 76-10-21-900-801**) or (Refer to **TASK 76-10-21-900-802**).

5. FINAL STEPS

- A. Close the engine cowlings.
- B. Set the throttle levers to STOP.

Project No: **BDHRN002**Job Card No **0143**

Notif.No.: 10049200

Activity: **1005**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: FALCON A/C TEAM

Job Description: FNC Bag Compt NPR Valve RH-Side

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 21

Work Center	
FALCON A/C	

Zone: 300

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069244 Operation: 0010 Phase: Functions - 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: 21-32-37-720-801-02

Operator Code: 21-32-37-720-801-02

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.: 21.270
Serial No.: 096	Model: FALCON 900EX	
Reg No.: D-AHRN	Workorder No.: _____	

	Date	A/C HRS	AFL	APH			
Due At		4000					
Accomplished							

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

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

213821	RH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE	AMM 21-32-37-900-801
--------	-------------------------------------------------------	----------------------

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT <input type="checkbox"/> DAMAGED <input type="checkbox"/> UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N		2827A01	S/N		1108	LABOR-HRS		
INSTALLED P/N			S/N			PART COST\$		
INSTALLED TSN	MOS		INSTALLED TSO	MOS		TIME SINCE REPAIR	MOS	
	HRS			HRS			HRS	
	LDGS			LDGS			LDGS	
						WARRANTY TIME REMAINING	MOS	
							HRS	
							LDGS	
						TECH:		INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS	TIME	CONTINUE
		HRS.MINS	ACCRUED	TIME

>21-32-37-720-801-02 FUNCTIONAL TEST RH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE

☐

REMARKS : _____

AMM 21-32-37-720-801

Operator: **HERON AVIATION**

Work Card No.: **21.270**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

280BZ INTERNAL DOORS DOOR

213821 RH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE

21-32-37-720-801-02 FUNCTIONAL TEST RH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE

AREA SUMMARIES

F6 BAGGAGE COMPARTMENT

213821 RH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE

SOURCE SUMMARIES

956 MPD 05-20-21 PAGE NO.:PAGE 3/4 REF: 21-30 PRESSURIZATION DATE: MAR 09/2012 2

21-32-37-720-801-02 FUNCTIONAL TEST RH BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVE

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 21-32-37-900-801

REMOVAL / INSTALLATION OF THE BAGGAGE COMPARTMENT NEGATIVE PRESSURE RELIEF VALVES

1. OVERVIEW OF THE JOB

Operation codes:

- 21-32-37-900-801-01 LH negative pressure relief valve (**L508HP**)
- 21-32-37-900-801-02 RH negative pressure relief valve (**R508HP**)

Refer to **fig. 1**

This procedure describes the removal/Installation of the baggage compartment negative pressure relief valves (**L508HP**)/(**R508HP**).

NOTE: Two operators are required for this operation if the valves are secured with self-locking nuts instead of captive nuts (1) at frame 30:

- one operator to hold the self-locking nuts through doors (**515AB**) and (**516AB**).
- one operator in the baggage compartment to remove/install the negative pressure relief valve.

2. LOGISTICS

A. References

Reference	Designation
• 21-30-00-790-803	PRESSURIZATION LEAK TEST

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• MINERAL GREASE	
• CLEANER	MULTIPURPOSE

D. Spare Parts

Reference	Designation	Quantity
• FGFB722001002	SEAL	

E. Additional Spare Parts

Reference	Designation	Quantity
• MS21044D3	SELF-LOCKING NUT	6

F. Energy

- ELECTRICAL
- PNEUMATIC

G. Access

Reference	Designation
-----------	-------------

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- | | |
|-----------------------|----------------------------------------------|
| • <u>280DZ</u> | BAGGAGE COMPARTMENT UPPER LINING ACCESS DOOR |
| • <u>BAG</u> | BAGGAGE COMPARTMENT DOOR |
| • <u>515AB</u> | REAR OVER-PYLON ACCESS PANEL |
| • <u>516AB</u> | REAR OVER-PYLON ACCESS PANEL |

H. Miscellaneous

- LINT-FREE CLOTH (LOCAL PROCUREMENT)

3. **PRELIMINARY STEPS**

- A. Remove doors (**515AB**) and (**516AB**).
- B. Remove trim panel (**280DZ**).

4. **REMOVAL**

Refer to **fig. 1**

- A. For negative pressure relief valves secured with self-locking nuts:
 - (1) Through doors (**515AB**) and (**516AB**), hold and remove the self-locking nuts at the rear part of frame 30.
 - (2) Remove screws (4), washers (3), and protector (2).
- B. For negative pressure relief valves secured with captive nuts (1):
 - (1) Remove screws (4), washers (3), and protector (2).
- C. Remove the negative pressure relief valve (**L508HP**)/(**R508HP**).
- D. Remove and discard the seal.

5. **PREPARATION BEFORE INSTALLATION**

- A. Clean the valve mounting base at frame 30 with **cleaner**.
- B. Wipe with a lint-free cloth.

6. **TEST**

- A. Press the negative pressure relief valve (**L508HP**)/(**R508HP**) and check that:
 - (1) the spring operates correctly,
 - (2) the valve is applied against its seat.

7. **INSTALLATION**

Refer to **fig. 1**

- A. Install a new seal (**FGFB722001002**) lubricated with **mineral grease**.

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- B. Insert the negative pressure relief valve (**L508HP**)/(**R508HP**) into its housing.
- C. For negative pressure relief valves secured with self-locking nuts:
 - (1) Install protector (2), washers (3) and screws (4).
 - (2) Through doors (**515AB**) and (**516AB**), install and hold the self-locking nuts (**MS21044D3**) at the rear part of frame 30.
 - (3) Tighten the self-locking nuts (**MS21044D3**).
- D. For negative pressure relief valves secured with captive nuts (1):
 - (1) Install protector (2), washers (3) and screws (4).
 - (2) Tighten screws (4).

8. FINAL STEPS

- A. Perform a pressurization leak test (Refer to **TASK 21-30-00-790-803**).

NOTE: Through doors (**515AB**) and (**516AB**), check for leaks by hand at the rear part of the negative pressure relief valve (**L508HP**)/(**R508HP**).

- B. Install trim panel (**280DZ**).
- C. Install doors (**515AB**) and (**516AB**).

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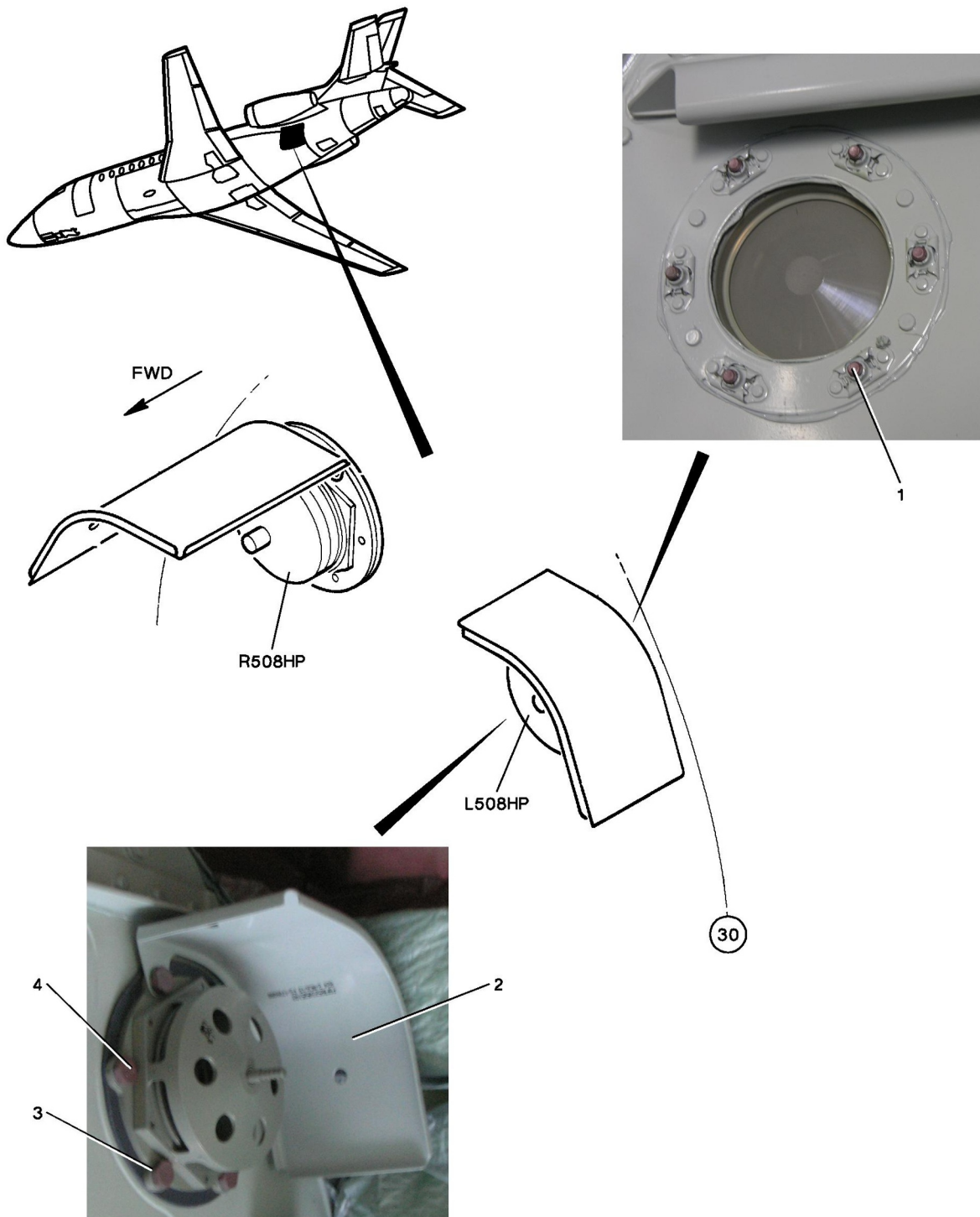


Figure 1: Location of negative pressure relief valves

**FALCON 900EX
AIRCRAFT MAINTENANCE MANUAL**

TASK 21-32-37-720-801

**FUNCTIONAL TEST OF THE BAGGAGE COMPARTMENT NEGATIVE
PRESSURE RELIEF VALVES**

1. OVERVIEW OF THE JOB

Operation codes:

- 21-32-37-720-801-01 LH negative pressure relief valve (**L508HP**)
- 21-32-37-720-801-02 RH negative pressure relief valve (**R508HP**)

This operation must be performed by an authorized Repair Agent.

For Removal/Installation of the negative pressure relief valve, refer to the AMM (Refer to **TASK 21-32-37-900-801**).

Project No: **BDHRN002**Job Card No **0144**

Notif.No.: 10049226

Activity: **1031**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **TST Leak Pilot Stby Alt Air Press Sys**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Access Required for this task:

PAX

Corrective Action

0001

Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.

Accomplished

Inspected

Pers. No.

Date

Pers. No.

Date

Stamp

Stamp

Order: 80069326

Operation: 0010

Phase: Functions - scheduling activity

Work Center: MTX AVIO DEPT

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: 34-16-00-720-801

Operator Code: 34-16-00-720-801-07

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.: **34.070**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	24-JAN-2013						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>34-16-00-720-801- LEAK TEST PILOT STAND-BY ALTIMETER AIR PRESSURE
07 SYSTEM
RVSM**

REMARKS : _____

AMM 34-16-00-720-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-16-00-720-801 FUNCTIONAL TEST OF THE AIR DATA INDICATORS

WARNING: BEFORE PERFORMING THE FUNCTIONAL TEST OF THE AIR DATA INSTRUMENTS, MAKE SURE THAT THE PRESSURE PROBE HEATING SYSTEMS ARE NOT ENERGIZED. THIS WILL HELP PREVENT INJURIES TO PERSONNEL AND DAMAGE TO THE EQUIPMENT.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-16-00-720-801-01 ADC 1 ([L2FX](#))
- 34-16-00-720-801-02 ADC 2 ([R2FX](#))
- 34-16-00-720-801-03 stand-by altimeter ([1FK](#))
- 34-16-00-720-801-04 stand-by Mach airspeed indicator ([26FL](#))

NOTE 1: These tests are to be performed with all air data system equipment installed, including air data computers.

NOTE 2: The operator may either choose to perform the functional test per this procedure or to send the equipment to an approved repair agent.
If the operator chooses to perform this procedure and the results of some of the tests are out of tolerance, the affected equipment items must be removed and sent to an approved repair agent for calibration (Refer to [TASK 34-14-01-900-801](#)).

NOTE 3: Depending on Local Authorities operational regulations, additional tasks may be required to substantiate a periodic test of the Air Data System.

For example, it may be necessary to perform the following procedures:

- the draining of the total/static pressure system (Refer to [TASK 34-11-00-680-801](#)) to ensure freedom from entrapped moisture,
- the operational test of the air data probe anti-icing system (Refer to [TASK 30-30-00-710-801](#)) to determine that the static port heater is operative.

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 30-30-00-710-801	OPERATIONAL TEST OF THE AIR DATA PROBE ANTI-ICING SYSTEM
• 32-60-00-910-802	USE OF THE TARGETS FOR FLIGHT SIMULATION
• 34-10-00-860-801	PREPARATION AND USE OF THE AIR DATA BENCH
• 34-11-00-200-801	CHECK OF THE TOTAL / STATIC PRESSURE SYSTEM FOR CLOGGING
• 34-11-00-680-801	DRAINING OF THE TOTAL / STATIC PRESSURE SYSTEM
• 34-11-00-790-801	LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
• 34-14-01-900-801	REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS (ADC)

B. Energy

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- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. Connect the electrical Ground Power Unit (GPU) (Refer to **TASK 24-00-00-860-801**).

B. Check the air data systems for leaks (Refer to **TASK 34-11-00-790-801**).

C. Check that all the circuit breakers are engaged, except:

- "LH AOA HEAT" (**L31FL**),
- "RH AOA HEAT" (**R31FL**),
- "LH PITOT HEAT" (**L1FL**),
- "RH PITOT HEAT" (**R1FL**),
- "LH STATIC HEAT" (**L11FL**),
- "RH STATIC HEAT" (**R11FL**),
- "ST BY PITOT" (**21FL**).

D. Energize the aircraft systems with the electrical GPU (Refer to **TASK 24-00-00-860-801**).

E. Check that the "LH AV MASTER" switch/light (**L2PP**), "RH AV MASTER" switch/light (**R2PP**) and "MINI LOAD MASTER" switch/light (**8PP**) are extinguished (avionics equipment power supply not load-shedded) (Refer to **SDS 24-60-00**, Figures: Circuit Breaker panels (10PP)).

4. FUNCTIONAL TEST OF ADC'S

Refer to **fig. 2** and **fig. 5**

A. Install the in-flight simulation tools on the LH and RH main landing gear legs to set the aircraft in flight configuration (Refer to **TASK 32-60-00-910-802**, paragraph "Use").

B. Connect the digital air data bench to the pilot and copilot pitot and static normal pressure probes (Refer to **TASK 34-10-00-860-801**).

C. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").

D. On the pilot and copilot Reversion Selection Panels (RSPs) (**L33FV**)/(**R33FV**), make sure that the "ADC" pushbuttons are extinguished (no ADC reversion).

- If an "ADC" pushbutton is lit on (ADC1 reversion or/and ADC2 reversion), push on the "ADC" pushbutton to deselect the ADC reversion.

E. Check of altitude indications on the pilot PFD and copilot PFD

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NOTE: The pilot and copilot altitude data must be checked at a speed of 0 kt.

- (1) Select a reference pressure of 29.92 in.Hg on the Primary Flight Display 1 (PFD 1) (**L12FV**) and PFD 2 (**R12FV**) by pressing the "STD" key on the bottom strip of each PFD.

NOTE: Check that the "in.Hg" unit has been previously selected on the PFD 1 and PFD 2 . If not, press the "IN/HPA" key on the bottom strip of each PFD.

- (2) On the digital air data bench, select each one of the values given in Table 3 (see **fig. 2**).

NOTE: The values followed by an asterisk are only to be taken into account for aircraft operated in Reduced Vertical Separation Minimum (RVSM) conditions (A/C with SB F900EX-4).

- (3) Record the altitude values read on PFD 1 (**L12FV**) and PFD 2 (**R12FV**).
- (4) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).

(5) Adjust the digital air data bench to display an altitude of 8,230 ft on the pilot PFD.

- (6) Select on PFD 1 (**L12FV**) the reference pressure values given in the table below.

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON PFD 1 (ft)	ALTITUDE READING ON PFD 2 (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
28.10			6478	6528
28.50			6865	6915
29.00			7342	7392
29.50			7813	7863
29.92			8230	
30.50			8736	8786
30.90			9098	9148
30.99			9179	9229

- (7) Record the altitude values read on PFD 1 (**L12FV**).
- (8) Check that these values are within the minimum and maximum values given in the table above.
- (9) Repeat steps 4.E.(5), 4.E.(6), 4.E.(7) and 4.E.(8) on PFD 2 (**R12FV**).

F. Check of pilot and copilot airspeed indications

- (1) On PFD 1 and PFD 2, select a reference pressure of 29.92 in.Hg by pressing the "STD" key on the bottom strip of each PFD.
- (2) Select an altitude of 5,000 ft on the digital air data bench.
- (3) On the digital air data bench, select each one of the Indicated AirSpeed (IAS) values given in the table below.

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SELECTED IAS (kt)	IAS READING ON PFD 1 (kt)	IAS READING ON PFD 2 (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100			98	102
150			148	152
200			198	202
250			248	252
300			297	303
350			347	353
400			396	404

(4) Record the IAS values read on the pilot PFD and copilot PFD.

(5) Check that these values are within the minimum and maximum values given in the table above.

(6) Slowly return the digital air data bench to ambient atmospheric pressure.

G. Check of pilot and copilot altitude indications using the RH static pressure probe (**R13FL**)

NOTE: The purpose of this check is to make sure that the static pressure system is not blocked between the RH static pressure probe (**R13FL**) and the ADCs (**L2FX**)/(**R2FX**).

(1) Cross-connect the static pressure probes as follows:

Refer to **fig. 4**

(a) Remove the static test adapter from the LH static pressure probe (**L13FL**).

(b) Remove the static blanking adapter from the RH static pressure probe.

(c) Install the static test adapter on the RH static pressure probe.

(d) Install the static blanking adapter on the LH static pressure probe.

(2) Select a reference pressure of 29.92 in.Hg on the PFD 1 and on the PFD 2 by pressing the "STD" key on the bottom strip of each PFD.

(3) On the digital air data bench, select an altitude of 40,000 ft.

NOTE: On the digital air data bench, the selected speed must be 0 kt.

(4) Check that the altitude values read on the PFD 1 and PFD 2 are identical to the values recorded at step 4.E.(3) for a selected altitude of 40,000 ft.

(5) Slowly return the digital air data bench to ambient atmospheric pressure.

H. Disconnect the digital air data bench from the normal pressure probes (Refer to **TASK 34-10-00-860-801**).

I. Remove the in-flight simulation tools from the LH and RH main landing gear legs (Refer to **TASK 32-60-00-910-802**).

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5. **FUNCTIONAL TEST OF STAND-BY ALTIMETER (1FK)**

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



- A. Connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Make sure that the in-flight simulation tools are not installed.
- C. Check that the "ST-BY INSTR BAT" circuit breaker (**1FG**) is engaged (see **fig. 1**).
- D. On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with modification M2608), using the knob located on the bottom left side of the stand-by altimeter.
- E. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- F. Test in climb
 - (1) On the digital air data bench, select in succession each one of the altitude values in climb given in Table 3 (except specific RVSM values: 29,000 ft and 41,000 ft) (see **fig. 2**).
 - (2) Record the altitude values read in climb (Zm) on the stand-by altimeter.
 - (3) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).
- G. Wait 10 to 15 minutes at 51,000 ft.
- H. Test in descent
 - (1) Select 25,000 ft on the digital air data bench.
 - (2) Wait 5 minutes at 25,000 ft.
 - (3) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (4) Select 20,000 ft on the digital air data bench.
 - (5) Wait 5 minutes at 20,000 ft.
 - (6) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (7) Select 0 ft on the digital air data bench.
 - (8) Wait 1 minute at 0 ft.
 - (9) Record the altitude value read in descent (Zd) on the stand-by altimeter.
- I. For each one of the three altitude values (25,000 ft, 20,000 ft and 0 ft), calculate the difference between the altitude value read in descent (Zd) and the value read in climb (Zm).
- J. Check that the three calculated values (Zd-Zm) are within the tolerances given in Table 3 (see **fig. 2**).
- K. Select an altitude of 0 ft on the digital air data bench.

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- L. On the stand-by altimeter, select each one of the reference pressure values given in the table below (Table 1 or Table 2 according to the type of stand-by altimeter).

Table 1: stand-by altimeter with reference pressure in in.Hg

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
26.00		- 3866	- 3806
27.20		- 2640	- 2590
28.40		- 1462	- 1412
29.50		- 417	- 367
29.92		- 10	10
30.40		415	465
30.90		868	918

Table 2: stand-by altimeter with reference pressure in mbar

SELECTED REFERENCE PRESSURE (m bar)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
880		- 3880	- 3820
920		- 2672	- 2622
960		- 1511	- 1461
1000		- 389	- 339
1013		- 10	10
1020		159	209
1040		698	748

- M. Record the altitude values read on the stand-by altimeter.
- N. Check that these values are within the minimum and maximum values given in the table above (Table 1 or Table 2).
- O. Test of stand-by altimeter with buzzer on or off
- (1) On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar).
 - (2) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
 - (3) Record the altitude values read on the stand-by altimeter with the buzzer on.

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- (4) Slowly return the digital air data bench to ambient atmospheric pressure.
- (5) On the circuit breaker panel (**10PP**), disengage the "ST-BY INSTR BAT" circuit breaker (**1FG**) to switch off the buzzer of the stand-by altimeter (see **fig. 1**).
- (6) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
- (7) Record the altitude values read on the stand-by altimeter with the buzzer off.
- (8) Calculate the difference between the values read on the stand-by altimeter with the buzzer on and the values read on the stand-by altimeter with the buzzer off.
- (9) Check that the calculated differences are within the indicated tolerances.
- (10) On the circuit breaker panel, engage the "ST-BY INSTR BAT" circuit breaker (see **fig. 1**).

P. Check of stand-by altimeter using the stand-by static pressure probe (**R501FL**)

NOTE: The purpose of this check is to make sure that the stand-by pressure system is not blocked between the stand-by static pressure probe (**R501FL**) and the stand-by altimeter .

- (1) Cross-connect the stand-by static pressure probes as follows:
Refer to **fig. 4**
 - (a) Remove the stand-by static test adapter from the LH stand-by static pressure probe (**L501FL**).
 - (b) Remove the stand-by static blanking adapter from the RH stand-by static pressure probe (**R501FL**).
 - (c) Install the stand-by static test adapter on the RH stand-by static pressure probe.
 - (d) Install the stand-by static blanking adapter on the LH stand-by static pressure probe.
- (2) On the stand-by altimeter, make sure that a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with M2608) is selected. Otherwise, select a reference pressure of 29.92 in.Hg or 1013 mbar.
- (3) On the digital air data bench, select an altitude of 40,000 ft.
- (4) Check that the altitude values read on the stand-by altimeter are identical to the values recorded at step **5.F.(2)** for a selected altitude of 40,000 ft.
- (5) Slowly return the digital air data bench to ambient atmospheric pressure.

Q. If the following test is not to be performed, disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

6. **FUNCTIONAL TEST OF STAND-BY MACH AIRSPEED INDICATOR (26FL)**

Refer to **fig. 5**

- A. As applicable, connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Check of Indicated AirSpeed (IAS) indications
 - (1) On the digital air data bench, select an altitude of 5,000 ft.
 - (2) On the digital air data bench, select each one of the IAS values given in the table below.

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SELECTED IAS (kt)	IAS READING ON STAND-BY MACH AIRSPEED INDICATOR (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100		95	105
150		145	155
200		194	206
250		242.5	257.5
300		291	309
350		339.5	360.5
400		388	412

(3) Record the IAS values read on the stand-by Mach airspeed indicator (**26FL**).

(4) Check that these IAS values are within the minimum and maximum values given in the table above.

C. Check of Mach indications

(1) On the digital air data bench, select each one of the pairs of values (altitude/static pressure and Mach) from the table below.

NOTE: Wait until the pointer of the instrument settles before recording the value.
The ambient temperature must be 20°C ± 5°C (68°F ± 9°F).

SELECTED ALTITUDE/STATIC PRESSURE (mbar)	SELECTED MACH	MACH READING	MIN. MACH	MAX. MACH
1013.25	0.34		0.332	0.348
724.05	0.40		0.393	0.407
453.19	0.50		0.493	0.507
285.15	0.62		0.613	0.627
192.36	0.74		0.728	0.752
115.81	0.92		0.902	0.938

(2) Record the Mach values read on the stand-by Mach airspeed indicator.

(3) Check that these Mach values are within the minimum and maximum values given in the table above.

D. Slowly return the digital air data bench to ambient atmospheric pressure.

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- E. Disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

7. FINAL STEPS

Refer to **fig. 1**

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).

- B. Disconnect the electrical GPU (Refer to **TASK 24-00-00-860-801**).

- C. Install the protective covers on the total and static pressure probes.



- D. Engage the following circuit breakers:

- "LH AOA HEAT" (**L31FL**),
- "RH AOA HEAT" (**R31FL**),
- "LH PITOT HEAT" (**L1FL**),
- "RH PITOT HEAT" (**R1FL**),
- "LH STATIC HEAT" (**L11FL**),
- "RH STATIC HEAT" (**R11FL**),
- "ST BY PITOT" (**21FL**).

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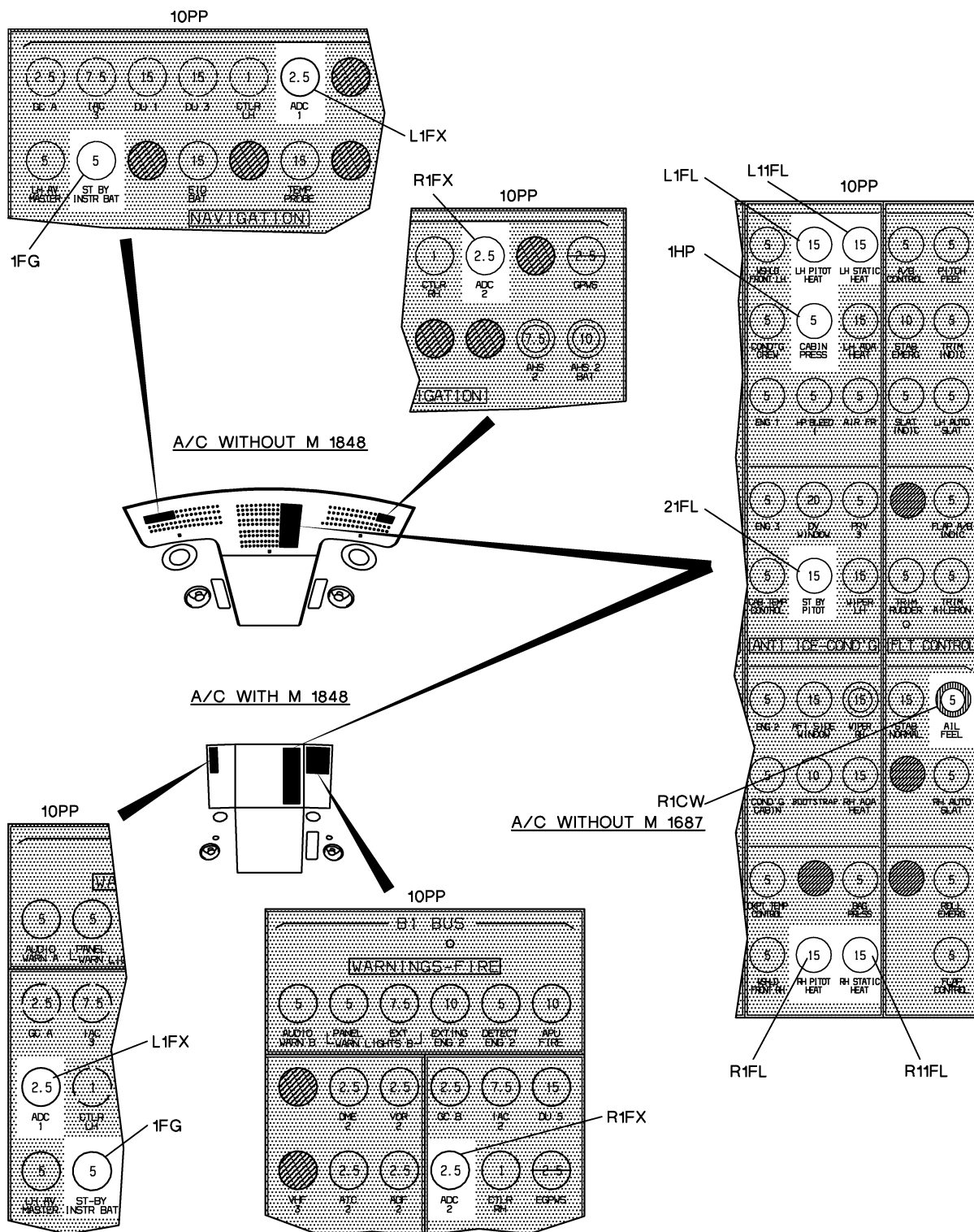


Figure 1: LOCATION OF CIRCUIT BREAKERS

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ALTITUDE SELECTED (ft)	PFD 1		PFD 2		STAND-BY ALTIMETER		MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)	Zd-Zm (ft)
	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (Zm) (ft)	ALTITUDE READING IN DESCENT (Zd) (ft)			
-1000						/	-1020	-980	/
0						/	-20	20	/
							/	/	±30
500						/	480	520	/
1000						/	980	1020	/
1500						/	1475	1525	/
2000						/	1970	2030	/
3000						/	2970	3030	/
4000						/	3965	4035	/
6000						/	5960	6040	/
8000						/	7940	8060	/
10,000						/	9920	10,080	/
12,000						/	11,910	12,090	/
14,000						/	13,900	14,100	/
16,000						/	15,890	16,110	/
18,000						/	17,880	18,120	/
20,000						/	19,870	20,130	/
							/	/	±75
22,000						/	21,860	22,140	/
25,000						/	24,845	25,155	/
							/	/	±75
29,000 (*)					/	/	28,975 (*)	29,025 (*)	/
30,000						/	29,820	30,180	/
30,000 (*)					/	/	29,975 (*)	30,025 (*)	/
35,000						/	34,795	35,205	/
35,000 (*)					/	/	34,971 (*)	35,029 (*)	/
40,000						/	39,770	40,230	/
40,000 (*)					/	/	39,966 (*)	40,034 (*)	/
41,000 (*)					/	/	40,965 (*)	41,035 (*)	/
45,000						/	44,745	45,255	/
50,000						/	49,720	50,280	/
51,000						/	50715	51285	/

NOTE : THE VALUES FOLLOWED WITH AN ASTERISK ARE ONLY TO BE ACCOUNTED FOR IF AIRCRAFT ARE OPERATED IN RVSM CONDITIONS (A/C WITH SB F900EX-4)

Figure 2: TABLE 3 - ALTITUDE READINGS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ALTITUDE SELECTED (ft)	ALTITUDE READING WITH BUZZER "ON" (ft)	ALTITUDE READING WITH BUZZER "OFF" (ft)	DIFFERENCE BETWEEN ALTITUDE READINGS WITH AND WITHOUT BUZZER (ft)	TOLERANCE (ft)
1000				± 70
2000				± 70
3000				± 70
6000				± 70
10,000				± 80
16,000				± 90
20,000				± 100
25,000				± 120
30,000				± 140
35,000				± 160
40,000				± 180
50,000				± 250
51,000				± 285

Figure 3: TABLE 4 - ALTITUDE READINGS FROM STAND-BY ALTIMETER

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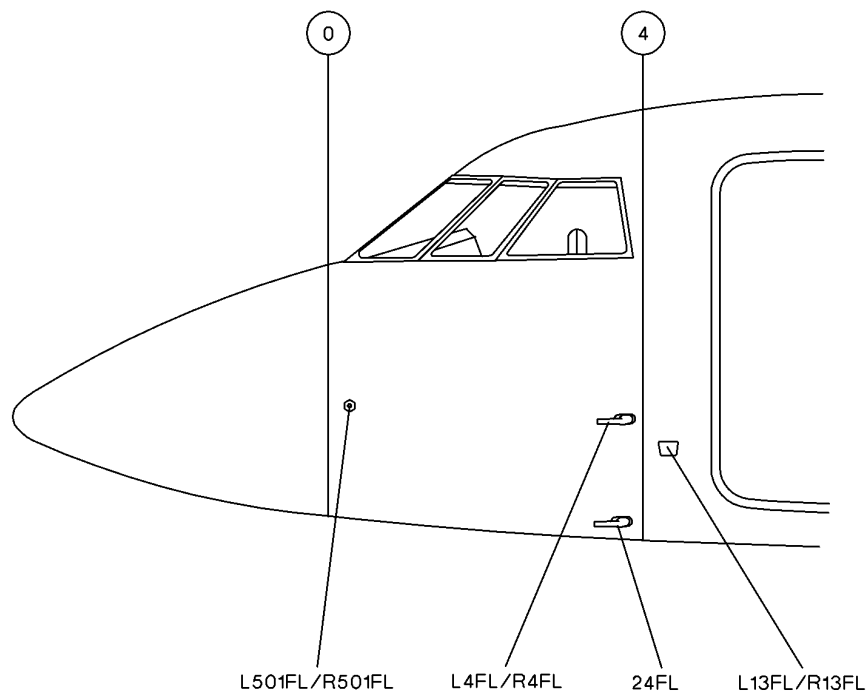


Figure 4: LOCATION OF AIR DATA PROBES

Project No: **BDHRN002**Job Card No **0145**

Notif.No.: 10049228

Activity: **1033**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **TST Pilot Stby Altimeter**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Access Required for this task:

PAX

Corrective Action

0001

Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.

Accomplished

Inspected

Pers. No.

Date

Pers. No.

Date

Stamp

Stamp

Order: 80069327

Operation: 0010

Phase: Functions - scheduling activity

Work Center: MTX AVIO DEPT

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: 34-18-41-700-881-01

Operator Code: 34-18-41-700-881-01

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.: **34.070**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

AREA SUMMARIES

F3 COCKPIT

341831 PILOT STAND-BY ALTIMETER

34-16-00-720-801-03 FUNCTIONAL TEST PILOT STAND-BY ALTIMETER

SOURCE SUMMARIES

956 MPD 05-20-34 PAGE NO.:PAGE 1/2 REF: 34-10 FLIGHT ENVIRONMENT DATA DATE: MAR 09/2012 2

34-16-00-720-801-03 FUNCTIONAL TEST PILOT STAND-BY ALTIMETER

10 FAR 91.411 PAGE NO.: REF: SEC 91.411 ALTIMETER SYSTEM AND ALTITUDE REPORTING EQUIPMENT TESTS AND INSPECTIONS DATE: 01/31/04

34-18-41-700-881-01 TEST PILOT STAND-BY ALTIMETER (FAR 91.411)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-16-00-720-801 FUNCTIONAL TEST OF THE AIR DATA INDICATORS

WARNING: BEFORE PERFORMING THE FUNCTIONAL TEST OF THE AIR DATA INSTRUMENTS, MAKE SURE THAT THE PRESSURE PROBE HEATING SYSTEMS ARE NOT ENERGIZED. THIS WILL HELP PREVENT INJURIES TO PERSONNEL AND DAMAGE TO THE EQUIPMENT.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-16-00-720-801-01 ADC 1 ([L2FX](#))
- 34-16-00-720-801-02 ADC 2 ([R2FX](#))
- 34-16-00-720-801-03 stand-by altimeter ([1FK](#))
- 34-16-00-720-801-04 stand-by Mach airspeed indicator ([26FL](#))

NOTE 1: These tests are to be performed with all air data system equipment installed, including air data computers.

NOTE 2: The operator may either choose to perform the functional test per this procedure or to send the equipment to an approved repair agent.

If the operator chooses to perform this procedure and the results of some of the tests are out of tolerance, the affected equipment items must be removed and sent to an approved repair agent for calibration (Refer to [TASK 34-14-01-900-801](#)).

NOTE 3: Depending on Local Authorities operational regulations, additional tasks may be required to substantiate a periodic test of the Air Data System.

For example, it may be necessary to perform the following procedures:

- the draining of the total/static pressure system (Refer to [TASK 34-11-00-680-801](#)) to ensure freedom from entrapped moisture,
- the operational test of the air data probe anti-icing system (Refer to [TASK 30-30-00-710-801](#)) to determine that the static port heater is operative.

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [30-30-00-710-801](#)
- [32-60-00-910-802](#)
- [34-10-00-860-801](#)
- [34-11-00-200-801](#)
- [34-11-00-680-801](#)
- [34-11-00-790-801](#)
- [34-14-01-900-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OPERATIONAL TEST OF THE AIR DATA PROBE ANTI-ICING
SYSTEM
USE OF THE TARGETS FOR FLIGHT SIMULATION
PREPARATION AND USE OF THE AIR DATA BENCH
CHECK OF THE TOTAL / STATIC PRESSURE SYSTEM FOR
CLOGGING
DRAINING OF THE TOTAL / STATIC PRESSURE SYSTEM
LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
[REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS \(ADC\)](#)

B. Energy

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Connect the electrical Ground Power Unit (GPU) (Refer to **TASK 24-00-00-860-801**).
- B. Check the air data systems for leaks (Refer to **TASK 34-11-00-790-801**).
- C. Check that all the circuit breakers are engaged, except:
 - "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).
- D. Energize the aircraft systems with the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- E. Check that the "LH AV MASTER" switch/light (**L2PP**), "RH AV MASTER" switch/light (**R2PP**) and "MINI LOAD MASTER" switch/light (**8PP**) are extinguished (avionics equipment power supply not load-shedded) (Refer to **SDS 24-60-00**, Figures: Circuit Breaker panels (10PP)).

4. FUNCTIONAL TEST OF ADC'S

Refer to **fig. 2** and **fig. 5**

- A. Install the in-flight simulation tools on the LH and RH main landing gear legs to set the aircraft in flight configuration (Refer to **TASK 32-60-00-910-802**, paragraph "Use").
- B. Connect the digital air data bench to the pilot and copilot pitot and static normal pressure probes (Refer to **TASK 34-10-00-860-801**).
- C. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- D. On the pilot and copilot Reversion Selection Panels (RSPs) (**L33FV**)/(**R33FV**), make sure that the "ADC" pushbuttons are extinguished (no ADC reversion).
 - If an "ADC" pushbutton is lit on (ADC1 reversion or/and ADC2 reversion), push on the "ADC" pushbutton to deselect the ADC reversion.
- E. Check of altitude indications on the pilot PFD and copilot PFD

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NOTE: The pilot and copilot altitude data must be checked at a speed of 0 kt.

- (1) Select a reference pressure of 29.92 in.Hg on the Primary Flight Display 1 (PFD 1) (**L12FV**) and PFD 2 (**R12FV**) by pressing the "STD" key on the bottom strip of each PFD.

NOTE: Check that the "in.Hg" unit has been previously selected on the PFD 1 and PFD 2 . If not, press the "IN/HPA" key on the bottom strip of each PFD.

- (2) On the digital air data bench, select each one of the values given in Table 3 (see **fig. 2**).

NOTE: The values followed by an asterisk are only to be taken into account for aircraft operated in Reduced Vertical Separation Minimum (RVSM) conditions (A/C with SB F900EX-4).

- (3) Record the altitude values read on PFD 1 (**L12FV**) and PFD 2 (**R12FV**).
- (4) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).

(5) Adjust the digital air data bench to display an altitude of 8,230 ft on the pilot PFD.

- (6) Select on PFD 1 (**L12FV**) the reference pressure values given in the table below.

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON PFD 1 (ft)	ALTITUDE READING ON PFD 2 (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
28.10			6478	6528
28.50			6865	6915
29.00			7342	7392
29.50			7813	7863
29.92			8230	
30.50			8736	8786
30.90			9098	9148
30.99			9179	9229

- (7) Record the altitude values read on PFD 1 (**L12FV**).
- (8) Check that these values are within the minimum and maximum values given in the table above.
- (9) Repeat steps 4.E.(5), 4.E.(6), 4.E.(7) and 4.E.(8) on PFD 2 (**R12FV**).

F. Check of pilot and copilot airspeed indications

- (1) On PFD 1 and PFD 2, select a reference pressure of 29.92 in.Hg by pressing the "STD" key on the bottom strip of each PFD.
- (2) Select an altitude of 5,000 ft on the digital air data bench.
- (3) On the digital air data bench, select each one of the Indicated AirSpeed (IAS) values given in the table below.

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SELECTED IAS (kt)	IAS READING ON PFD 1 (kt)	IAS READING ON PFD 2 (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100			98	102
150			148	152
200			198	202
250			248	252
300			297	303
350			347	353
400			396	404

(4) Record the IAS values read on the pilot PFD and copilot PFD.

(5) Check that these values are within the minimum and maximum values given in the table above.

(6) Slowly return the digital air data bench to ambient atmospheric pressure.

G. Check of pilot and copilot altitude indications using the RH static pressure probe (**R13FL**)

NOTE: The purpose of this check is to make sure that the static pressure system is not blocked between the RH static pressure probe (**R13FL**) and the ADCs (**L2FX**)/(**R2FX**).

(1) Cross-connect the static pressure probes as follows:

Refer to **fig. 4**

(a) Remove the static test adapter from the LH static pressure probe (**L13FL**).

(b) Remove the static blanking adapter from the RH static pressure probe.

(c) Install the static test adapter on the RH static pressure probe.

(d) Install the static blanking adapter on the LH static pressure probe.

(2) Select a reference pressure of 29.92 in.Hg on the PFD 1 and on the PFD 2 by pressing the "STD" key on the bottom strip of each PFD.

(3) On the digital air data bench, select an altitude of 40,000 ft.

NOTE: On the digital air data bench, the selected speed must be 0 kt.

(4) Check that the altitude values read on the PFD 1 and PFD 2 are identical to the values recorded at step 4.E.(3) for a selected altitude of 40,000 ft.

(5) Slowly return the digital air data bench to ambient atmospheric pressure.

H. Disconnect the digital air data bench from the normal pressure probes (Refer to **TASK 34-10-00-860-801**).

I. Remove the in-flight simulation tools from the LH and RH main landing gear legs (Refer to **TASK 32-60-00-910-802**).

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5. **FUNCTIONAL TEST OF STAND-BY ALTIMETER (1FK)**

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



- A. Connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Make sure that the in-flight simulation tools are not installed.
- C. Check that the "ST-BY INSTR BAT" circuit breaker (**1FG**) is engaged (see **fig. 1**).
- D. On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with modification M2608), using the knob located on the bottom left side of the stand-by altimeter.
- E. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- F. Test in climb
 - (1) On the digital air data bench, select in succession each one of the altitude values in climb given in Table 3 (except specific RVSM values: 29,000 ft and 41,000 ft) (see **fig. 2**).
 - (2) Record the altitude values read in climb (Zm) on the stand-by altimeter.
 - (3) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).
- G. Wait 10 to 15 minutes at 51,000 ft.
- H. Test in descent
 - (1) Select 25,000 ft on the digital air data bench.
 - (2) Wait 5 minutes at 25,000 ft.
 - (3) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (4) Select 20,000 ft on the digital air data bench.
 - (5) Wait 5 minutes at 20,000 ft.
 - (6) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (7) Select 0 ft on the digital air data bench.
 - (8) Wait 1 minute at 0 ft.
 - (9) Record the altitude value read in descent (Zd) on the stand-by altimeter.
- I. For each one of the three altitude values (25,000 ft, 20,000 ft and 0 ft), calculate the difference between the altitude value read in descent (Zd) and the value read in climb (Zm).
- J. Check that the three calculated values (Zd-Zm) are within the tolerances given in Table 3 (see **fig. 2**).
- K. Select an altitude of 0 ft on the digital air data bench.

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- L. On the stand-by altimeter, select each one of the reference pressure values given in the table below (Table 1 or Table 2 according to the type of stand-by altimeter).

Table 1: stand-by altimeter with reference pressure in in.Hg

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
26.00		- 3866	- 3806
27.20		- 2640	- 2590
28.40		- 1462	- 1412
29.50		- 417	- 367
29.92		- 10	10
30.40		415	465
30.90		868	918

Table 2: stand-by altimeter with reference pressure in mbar

SELECTED REFERENCE PRESSURE (m bar)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
880		- 3880	- 3820
920		- 2672	- 2622
960		- 1511	- 1461
1000		- 389	- 339
1013		- 10	10
1020		159	209
1040		698	748

- M. Record the altitude values read on the stand-by altimeter.
- N. Check that these values are within the minimum and maximum values given in the table above (Table 1 or Table 2).
- O. Test of stand-by altimeter with buzzer on or off
- (1) On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar).
 - (2) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
 - (3) Record the altitude values read on the stand-by altimeter with the buzzer on.

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- (4) Slowly return the digital air data bench to ambient atmospheric pressure.
- (5) On the circuit breaker panel (**10PP**), disengage the "ST-BY INSTR BAT" circuit breaker (**1FG**) to switch off the buzzer of the stand-by altimeter (see **fig. 1**).
- (6) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
- (7) Record the altitude values read on the stand-by altimeter with the buzzer off.
- (8) Calculate the difference between the values read on the stand-by altimeter with the buzzer on and the values read on the stand-by altimeter with the buzzer off.
- (9) Check that the calculated differences are within the indicated tolerances.
- (10) On the circuit breaker panel, engage the "ST-BY INSTR BAT" circuit breaker (see **fig. 1**).

P. Check of stand-by altimeter using the stand-by static pressure probe (**R501FL**)

NOTE: The purpose of this check is to make sure that the stand-by pressure system is not blocked between the stand-by static pressure probe (**R501FL**) and the stand-by altimeter .

- (1) Cross-connect the stand-by static pressure probes as follows:
Refer to **fig. 4**
 - (a) Remove the stand-by static test adapter from the LH stand-by static pressure probe (**L501FL**).
 - (b) Remove the stand-by static blanking adapter from the RH stand-by static pressure probe (**R501FL**).
 - (c) Install the stand-by static test adapter on the RH stand-by static pressure probe.
 - (d) Install the stand-by static blanking adapter on the LH stand-by static pressure probe.
- (2) On the stand-by altimeter, make sure that a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with M2608) is selected. Otherwise, select a reference pressure of 29.92 in.Hg or 1013 mbar.
- (3) On the digital air data bench, select an altitude of 40,000 ft.
- (4) Check that the altitude values read on the stand-by altimeter are identical to the values recorded at step **5.F.(2)** for a selected altitude of 40,000 ft.
- (5) Slowly return the digital air data bench to ambient atmospheric pressure.

Q. If the following test is not to be performed, disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

6. **FUNCTIONAL TEST OF STAND-BY MACH AIRSPEED INDICATOR (26FL)**

Refer to **fig. 5**

- A. As applicable, connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Check of Indicated AirSpeed (IAS) indications
 - (1) On the digital air data bench, select an altitude of 5,000 ft.
 - (2) On the digital air data bench, select each one of the IAS values given in the table below.

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SELECTED IAS (kt)	IAS READING ON STAND-BY MACH AIRSPEED INDICATOR (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100		95	105
150		145	155
200		194	206
250		242.5	257.5
300		291	309
350		339.5	360.5
400		388	412

(3) Record the IAS values read on the stand-by Mach airspeed indicator (**26FL**).

(4) Check that these IAS values are within the minimum and maximum values given in the table above.

C. Check of Mach indications

(1) On the digital air data bench, select each one of the pairs of values (altitude/static pressure and Mach) from the table below.

NOTE: Wait until the pointer of the instrument settles before recording the value.
The ambient temperature must be 20°C ± 5°C (68°F ± 9°F).

SELECTED ALTITUDE/STATIC PRESSURE (mbar)	SELECTED MACH	MACH READING	MIN. MACH	MAX. MACH
1013.25	0.34		0.332	0.348
724.05	0.40		0.393	0.407
453.19	0.50		0.493	0.507
285.15	0.62		0.613	0.627
192.36	0.74		0.728	0.752
115.81	0.92		0.902	0.938

(2) Record the Mach values read on the stand-by Mach airspeed indicator.

(3) Check that these Mach values are within the minimum and maximum values given in the table above.

D. Slowly return the digital air data bench to ambient atmospheric pressure.

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- E. Disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

7. FINAL STEPS

Refer to **fig. 1**

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).
- B. Disconnect the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- C. Install the protective covers on the total and static pressure probes.
- ◆
- D. Engage the following circuit breakers:
- "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

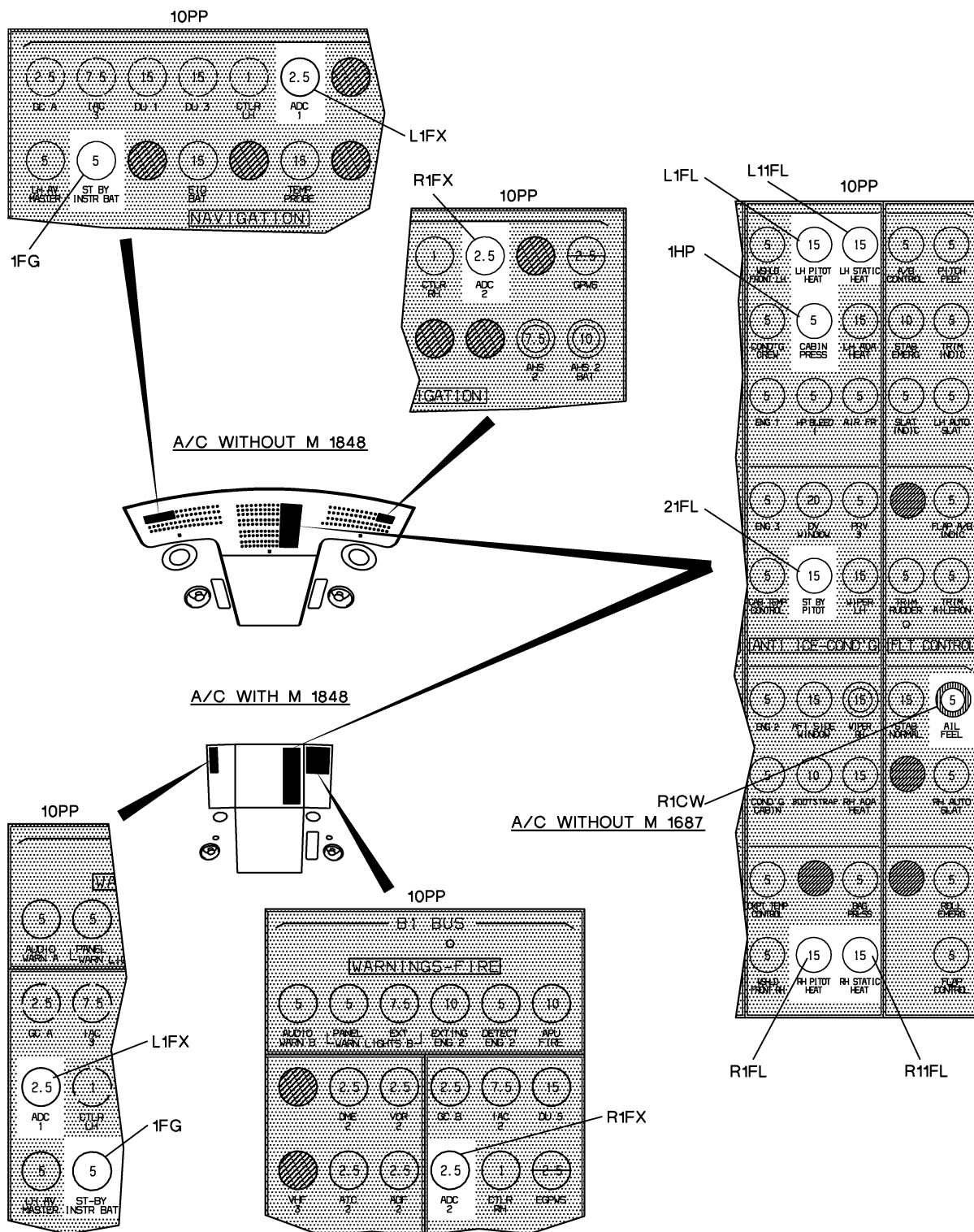


Figure 1: LOCATION OF CIRCUIT BREAKERS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ALTITUDE SELECTED (ft)	PFD 1		PFD 2		STAND-BY ALTIMETER		MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)	Zd-Zm (ft)
	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (Zm) (ft)	ALTITUDE READING IN DESCENT (Zd) (ft)			
-1000						/	-1020	-980	/
0						/	-20	20	/
							/	/	±30
500						/	480	520	/
1000						/	980	1020	/
1500						/	1475	1525	/
2000						/	1970	2030	/
3000						/	2970	3030	/
4000						/	3965	4035	/
6000						/	5960	6040	/
8000						/	7940	8060	/
10,000						/	9920	10,080	/
12,000						/	11,910	12,090	/
14,000						/	13,900	14,100	/
16,000						/	15,890	16,110	/
18,000						/	17,880	18,120	/
20,000						/	19,870	20,130	/
							/	/	±75
22,000						/	21,860	22,140	/
25,000						/	24,845	25,155	/
							/	/	±75
29,000 (*)					/	/	28,975 (*)	29,025 (*)	/
30,000						/	29,820	30,180	/
30,000 (*)					/	/	29,975 (*)	30,025 (*)	/
35,000						/	34,795	35,205	/
35,000 (*)					/	/	34,971 (*)	35,029 (*)	/
40,000						/	39,770	40,230	/
40,000 (*)					/	/	39,966 (*)	40,034 (*)	/
41,000 (*)					/	/	40,965 (*)	41,035 (*)	/
45,000						/	44,745	45,255	/
50,000						/	49,720	50,280	/
51,000						/	50715	51285	/

NOTE : THE VALUES FOLLOWED WITH AN ASTERISK ARE ONLY TO BE ACCOUNTED FOR IF AIRCRAFT ARE OPERATED IN RVSM CONDITIONS (A/C WITH SB F900EX-4)

Figure 2: TABLE 3 - ALTITUDE READINGS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ALTITUDE SELECTED (ft)	ALTITUDE READING WITH BUZZER "ON" (ft)	ALTITUDE READING WITH BUZZER "OFF" (ft)	DIFFERENCE BETWEEN ALTITUDE READINGS WITH AND WITHOUT BUZZER (ft)	TOLERANCE (ft)
1000				± 70
2000				± 70
3000				± 70
6000				± 70
10,000				± 80
16,000				± 90
20,000				± 100
25,000				± 120
30,000				± 140
35,000				± 160
40,000				± 180
50,000				± 250
51,000				± 285

Figure 3: TABLE 4 - ALTITUDE READINGS FROM STAND-BY ALTIMETER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

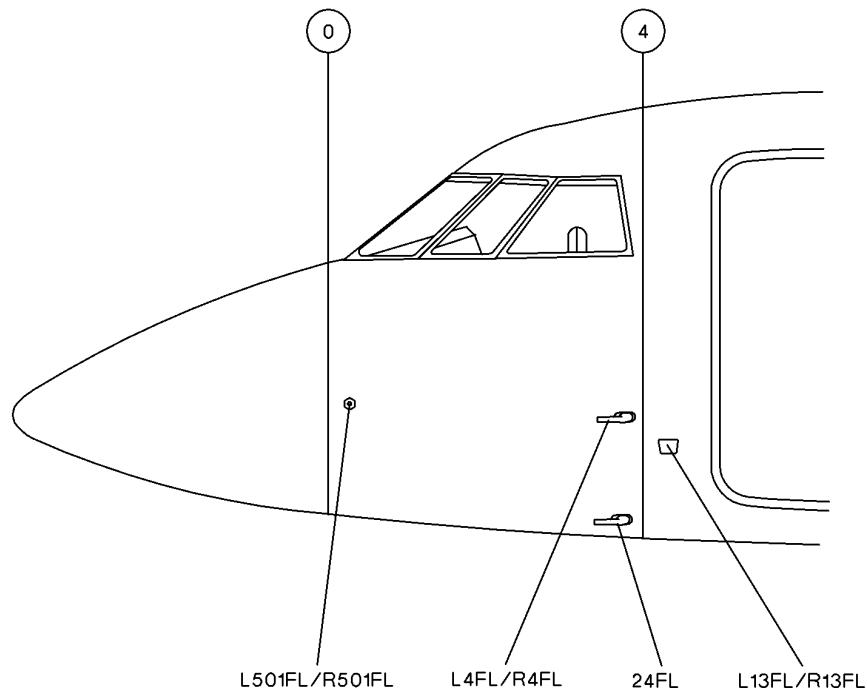


Figure 4: LOCATION OF AIR DATA PROBES

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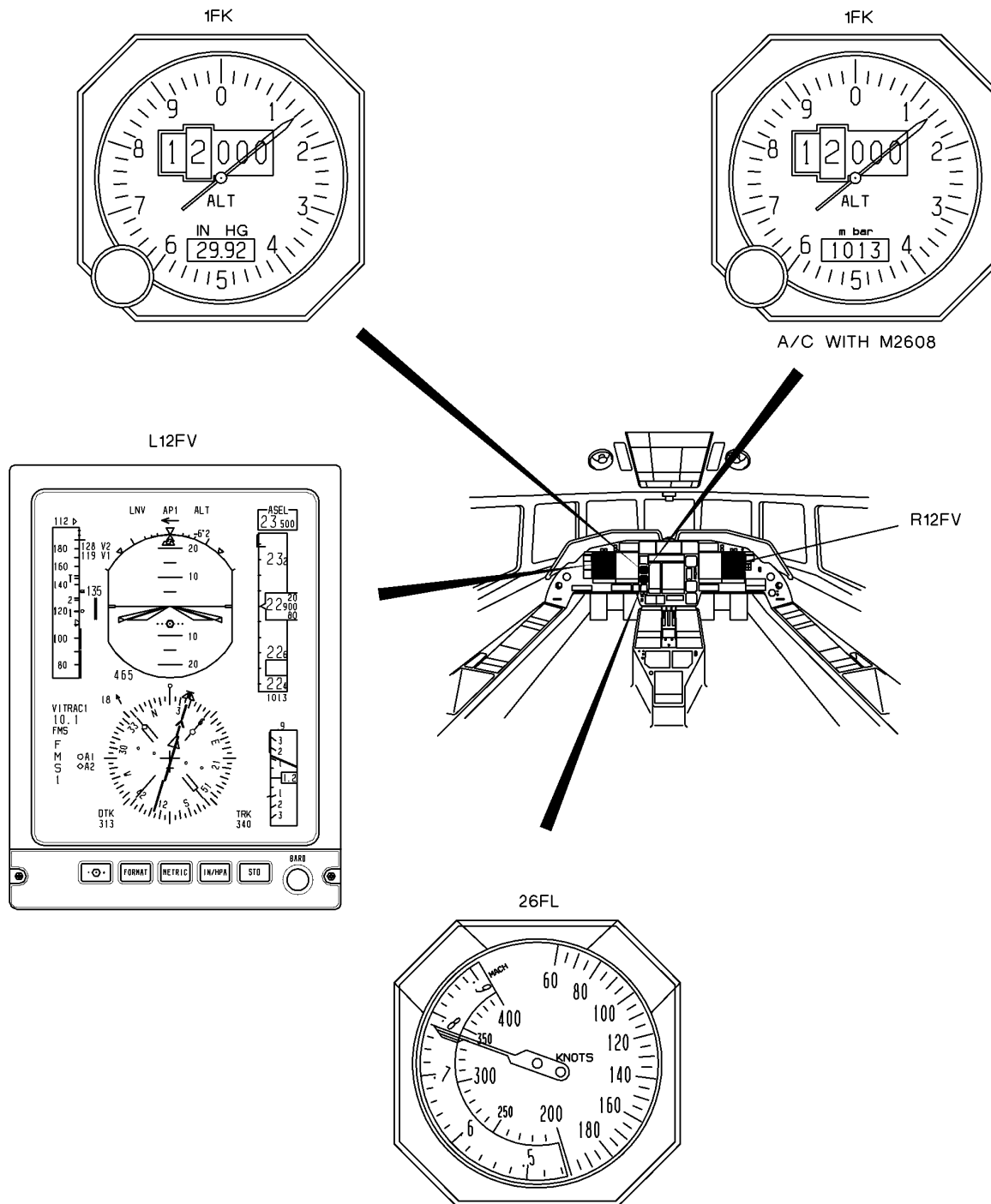


Figure 5: LOCATION OF COCKPIT CONTROLS

Project No: **BDHRN002**Job Card No **0146**

Notif.No.: 10049224

Activity: **1029**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: Leak Test DADC 1 Air Pressure Sys

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 100,200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069356 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-16-00-720-801-05

Operator Code: 34-16-00-720-801-05

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.: **34.050**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	24-JAN-2013						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>34-16-00-720-801- LEAK TEST PILOT DIGITAL AIR DATA COMPUTER AIR
05 PRESSURE SYSTEM
RVSM**

REMARKS : _____

AMM 34-16-00-720-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-16-00-720-801 FUNCTIONAL TEST OF THE AIR DATA INDICATORS

WARNING: BEFORE PERFORMING THE FUNCTIONAL TEST OF THE AIR DATA INSTRUMENTS, MAKE SURE THAT THE PRESSURE PROBE HEATING SYSTEMS ARE NOT ENERGIZED. THIS WILL HELP PREVENT INJURIES TO PERSONNEL AND DAMAGE TO THE EQUIPMENT.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-16-00-720-801-01 ADC 1 (**L2FX**)
- 34-16-00-720-801-02 ADC 2 (**R2FX**)
- 34-16-00-720-801-03 stand-by altimeter (**1FK**)
- 34-16-00-720-801-04 stand-by Mach airspeed indicator (**26FL**)

NOTE 1: These tests are to be performed with all air data system equipment installed, including air data computers.

NOTE 2: The operator may either choose to perform the functional test per this procedure or to send the equipment to an approved repair agent.

If the operator chooses to perform this procedure and the results of some of the tests are out of tolerance, the affected equipment items must be removed and sent to an approved repair agent for calibration (Refer to **TASK 34-14-01-900-801**).

NOTE 3: Depending on Local Authorities operational regulations, additional tasks may be required to substantiate a periodic test of the Air Data System.

For example, it may be necessary to perform the following procedures:

- the draining of the total/static pressure system (Refer to **TASK 34-11-00-680-801**) to ensure freedom from entrapped moisture,
- the operational test of the air data probe anti-icing system (Refer to **TASK 30-30-00-710-801**) to determine that the static port heater is operative.

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**
- **30-30-00-710-801**
- **32-60-00-910-802**
- **34-10-00-860-801**
- **34-11-00-200-801**
- **34-11-00-680-801**
- **34-11-00-790-801**
- **34-14-01-900-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OPERATIONAL TEST OF THE AIR DATA PROBE ANTI-ICING
SYSTEM
USE OF THE TARGETS FOR FLIGHT SIMULATION
PREPARATION AND USE OF THE AIR DATA BENCH
CHECK OF THE TOTAL / STATIC PRESSURE SYSTEM FOR
CLOGGING
DRAINING OF THE TOTAL / STATIC PRESSURE SYSTEM
LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS (ADC)

B. Energy

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- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Connect the electrical Ground Power Unit (GPU) (Refer to **TASK 24-00-00-860-801**).
- B. Check the air data systems for leaks (Refer to **TASK 34-11-00-790-801**).
- C. Check that all the circuit breakers are engaged, except:
 - "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).
- D. Energize the aircraft systems with the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- E. Check that the "LH AV MASTER" switch/light (**L2PP**), "RH AV MASTER" switch/light (**R2PP**) and "MINI LOAD MASTER" switch/light (**8PP**) are extinguished (avionics equipment power supply not load-shedded) (Refer to **SDS 24-60-00**, Figures: Circuit Breaker panels (10PP)).

4. FUNCTIONAL TEST OF ADC'S

Refer to **fig. 2** and **fig. 5**

- A. Install the in-flight simulation tools on the LH and RH main landing gear legs to set the aircraft in flight configuration (Refer to **TASK 32-60-00-910-802**, paragraph "Use").
- B. Connect the digital air data bench to the pilot and copilot pitot and static normal pressure probes (Refer to **TASK 34-10-00-860-801**).
- C. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- D. On the pilot and copilot Reversion Selection Panels (RSPs) (**L33FV**)/(**R33FV**), make sure that the "ADC" pushbuttons are extinguished (no ADC reversion).
 - If an "ADC" pushbutton is lit on (ADC1 reversion or/and ADC2 reversion), push on the "ADC" pushbutton to deselect the ADC reversion.
- E. Check of altitude indications on the pilot PFD and copilot PFD

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NOTE: The pilot and copilot altitude data must be checked at a speed of 0 kt.

- (1) Select a reference pressure of 29.92 in.Hg on the Primary Flight Display 1 (PFD 1) (**L12FV**) and PFD 2 (**R12FV**) by pressing the "STD" key on the bottom strip of each PFD.

NOTE: Check that the "in.Hg" unit has been previously selected on the PFD 1 and PFD 2 . If not, press the "IN/HPA" key on the bottom strip of each PFD.

- (2) On the digital air data bench, select each one of the values given in Table 3 (see **fig. 2**).

NOTE: The values followed by an asterisk are only to be taken into account for aircraft operated in Reduced Vertical Separation Minimum (RVSM) conditions (A/C with SB F900EX-4).

- (3) Record the altitude values read on PFD 1 (**L12FV**) and PFD 2 (**R12FV**).
- (4) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).

(5) Adjust the digital air data bench to display an altitude of 8,230 ft on the pilot PFD.

- (6) Select on PFD 1 (**L12FV**) the reference pressure values given in the table below.

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON PFD 1 (ft)	ALTITUDE READING ON PFD 2 (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
28.10			6478	6528
28.50			6865	6915
29.00			7342	7392
29.50			7813	7863
29.92			8230	
30.50			8736	8786
30.90			9098	9148
30.99			9179	9229

- (7) Record the altitude values read on PFD 1 (**L12FV**).
- (8) Check that these values are within the minimum and maximum values given in the table above.
- (9) Repeat steps 4.E.(5), 4.E.(6), 4.E.(7) and 4.E.(8) on PFD 2 (**R12FV**).

F. Check of pilot and copilot airspeed indications

- (1) On PFD 1 and PFD 2, select a reference pressure of 29.92 in.Hg by pressing the "STD" key on the bottom strip of each PFD.
- (2) Select an altitude of 5,000 ft on the digital air data bench.
- (3) On the digital air data bench, select each one of the Indicated AirSpeed (IAS) values given in the table below.

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SELECTED IAS (kt)	IAS READING ON PFD 1 (kt)	IAS READING ON PFD 2 (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100			98	102
150			148	152
200			198	202
250			248	252
300			297	303
350			347	353
400			396	404

(4) Record the IAS values read on the pilot PFD and copilot PFD.

(5) Check that these values are within the minimum and maximum values given in the table above.

(6) Slowly return the digital air data bench to ambient atmospheric pressure.

G. Check of pilot and copilot altitude indications using the RH static pressure probe (**R13FL**)

NOTE: The purpose of this check is to make sure that the static pressure system is not blocked between the RH static pressure probe (**R13FL**) and the ADCs (**L2FX**)/(**R2FX**).

(1) Cross-connect the static pressure probes as follows:

Refer to **fig. 4**

(a) Remove the static test adapter from the LH static pressure probe (**L13FL**).

(b) Remove the static blanking adapter from the RH static pressure probe.

(c) Install the static test adapter on the RH static pressure probe.

(d) Install the static blanking adapter on the LH static pressure probe.

(2) Select a reference pressure of 29.92 in.Hg on the PFD 1 and on the PFD 2 by pressing the "STD" key on the bottom strip of each PFD.

(3) On the digital air data bench, select an altitude of 40,000 ft.

NOTE: On the digital air data bench, the selected speed must be 0 kt.

(4) Check that the altitude values read on the PFD 1 and PFD 2 are identical to the values recorded at step 4.E.(3) for a selected altitude of 40,000 ft.

(5) Slowly return the digital air data bench to ambient atmospheric pressure.

H. Disconnect the digital air data bench from the normal pressure probes (Refer to **TASK 34-10-00-860-801**).

I. Remove the in-flight simulation tools from the LH and RH main landing gear legs (Refer to **TASK 32-60-00-910-802**).

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5. **FUNCTIONAL TEST OF STAND-BY ALTIMETER (1FK)**

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



- A. Connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Make sure that the in-flight simulation tools are not installed.
- C. Check that the "ST-BY INSTR BAT" circuit breaker (**1FG**) is engaged (see **fig. 1**).
- D. On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with modification M2608), using the knob located on the bottom left side of the stand-by altimeter.
- E. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- F. Test in climb
 - (1) On the digital air data bench, select in succession each one of the altitude values in climb given in Table 3 (except specific RVSM values: 29,000 ft and 41,000 ft) (see **fig. 2**).
 - (2) Record the altitude values read in climb (Zm) on the stand-by altimeter.
 - (3) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).
- G. Wait 10 to 15 minutes at 51,000 ft.
- H. Test in descent
 - (1) Select 25,000 ft on the digital air data bench.
 - (2) Wait 5 minutes at 25,000 ft.
 - (3) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (4) Select 20,000 ft on the digital air data bench.
 - (5) Wait 5 minutes at 20,000 ft.
 - (6) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (7) Select 0 ft on the digital air data bench.
 - (8) Wait 1 minute at 0 ft.
 - (9) Record the altitude value read in descent (Zd) on the stand-by altimeter.
- I. For each one of the three altitude values (25,000 ft, 20,000 ft and 0 ft), calculate the difference between the altitude value read in descent (Zd) and the value read in climb (Zm).
- J. Check that the three calculated values (Zd-Zm) are within the tolerances given in Table 3 (see **fig. 2**).
- K. Select an altitude of 0 ft on the digital air data bench.

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- L. On the stand-by altimeter, select each one of the reference pressure values given in the table below (Table 1 or Table 2 according to the type of stand-by altimeter).

Table 1: stand-by altimeter with reference pressure in in.Hg

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
26.00		- 3866	- 3806
27.20		- 2640	- 2590
28.40		- 1462	- 1412
29.50		- 417	- 367
29.92		- 10	10
30.40		415	465
30.90		868	918

Table 2: stand-by altimeter with reference pressure in mbar

SELECTED REFERENCE PRESSURE (m bar)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
880		- 3880	- 3820
920		- 2672	- 2622
960		- 1511	- 1461
1000		- 389	- 339
1013		- 10	10
1020		159	209
1040		698	748

- M. Record the altitude values read on the stand-by altimeter.
- N. Check that these values are within the minimum and maximum values given in the table above (Table 1 or Table 2).
- O. Test of stand-by altimeter with buzzer on or off
- (1) On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar).
 - (2) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
 - (3) Record the altitude values read on the stand-by altimeter with the buzzer on.

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- (4) Slowly return the digital air data bench to ambient atmospheric pressure.
- (5) On the circuit breaker panel (**10PP**), disengage the "ST-BY INSTR BAT" circuit breaker (**1FG**) to switch off the buzzer of the stand-by altimeter (see **fig. 1**).
- (6) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
- (7) Record the altitude values read on the stand-by altimeter with the buzzer off.
- (8) Calculate the difference between the values read on the stand-by altimeter with the buzzer on and the values read on the stand-by altimeter with the buzzer off.
- (9) Check that the calculated differences are within the indicated tolerances.
- (10) On the circuit breaker panel, engage the "ST-BY INSTR BAT" circuit breaker (see **fig. 1**).

P. Check of stand-by altimeter using the stand-by static pressure probe (**R501FL**)

NOTE: The purpose of this check is to make sure that the stand-by pressure system is not blocked between the stand-by static pressure probe (**R501FL**) and the stand-by altimeter .

- (1) Cross-connect the stand-by static pressure probes as follows:
Refer to **fig. 4**
 - (a) Remove the stand-by static test adapter from the LH stand-by static pressure probe (**L501FL**).
 - (b) Remove the stand-by static blanking adapter from the RH stand-by static pressure probe (**R501FL**).
 - (c) Install the stand-by static test adapter on the RH stand-by static pressure probe.
 - (d) Install the stand-by static blanking adapter on the LH stand-by static pressure probe.
- (2) On the stand-by altimeter, make sure that a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with M2608) is selected. Otherwise, select a reference pressure of 29.92 in.Hg or 1013 mbar.
- (3) On the digital air data bench, select an altitude of 40,000 ft.
- (4) Check that the altitude values read on the stand-by altimeter are identical to the values recorded at step **5.F.(2)** for a selected altitude of 40,000 ft.
- (5) Slowly return the digital air data bench to ambient atmospheric pressure.

Q. If the following test is not to be performed, disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

6. **FUNCTIONAL TEST OF STAND-BY MACH AIRSPEED INDICATOR (26FL)**

Refer to **fig. 5**

- A. As applicable, connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Check of Indicated AirSpeed (IAS) indications
 - (1) On the digital air data bench, select an altitude of 5,000 ft.
 - (2) On the digital air data bench, select each one of the IAS values given in the table below.

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SELECTED IAS (kt)	IAS READING ON STAND-BY MACH AIRSPEED INDICATOR (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100		95	105
150		145	155
200		194	206
250		242.5	257.5
300		291	309
350		339.5	360.5
400		388	412

(3) Record the IAS values read on the stand-by Mach airspeed indicator (**26FL**).

(4) Check that these IAS values are within the minimum and maximum values given in the table above.

C. Check of Mach indications

(1) On the digital air data bench, select each one of the pairs of values (altitude/static pressure and Mach) from the table below.

NOTE: Wait until the pointer of the instrument settles before recording the value.
The ambient temperature must be 20°C ± 5°C (68°F ± 9°F).

SELECTED ALTITUDE/STATIC PRESSURE (mbar)	SELECTED MACH	MACH READING	MIN. MACH	MAX. MACH
1013.25	0.34		0.332	0.348
724.05	0.40		0.393	0.407
453.19	0.50		0.493	0.507
285.15	0.62		0.613	0.627
192.36	0.74		0.728	0.752
115.81	0.92		0.902	0.938

(2) Record the Mach values read on the stand-by Mach airspeed indicator.

(3) Check that these Mach values are within the minimum and maximum values given in the table above.

D. Slowly return the digital air data bench to ambient atmospheric pressure.

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- E. Disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

7. FINAL STEPS

Refer to **fig. 1**

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).
- B. Disconnect the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- C. Install the protective covers on the total and static pressure probes.
- ◆
- D. Engage the following circuit breakers:
- "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).

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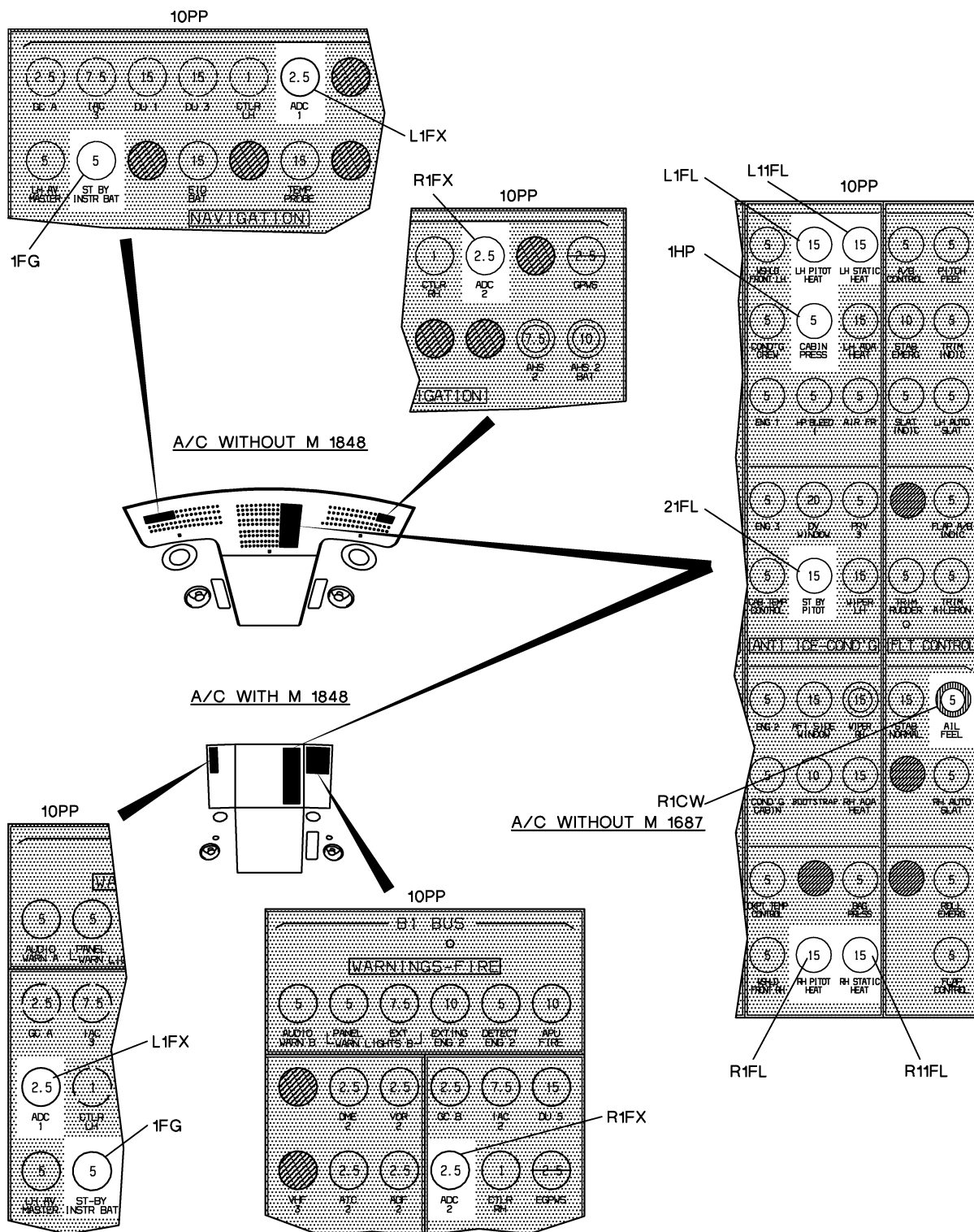


Figure 1: LOCATION OF CIRCUIT BREAKERS

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ALTITUDE SELECTED (ft)	PFD 1		PFD 2		STAND-BY ALTIMETER		MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)	Zd-Zm (ft)
	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (Zm) (ft)	ALTITUDE READING IN DESCENT (Zd) (ft)			
-1000						/	-1020	-980	/
0						/	-20	20	/
							/	/	±30
500						/	480	520	/
1000						/	980	1020	/
1500						/	1475	1525	/
2000						/	1970	2030	/
3000						/	2970	3030	/
4000						/	3965	4035	/
6000						/	5960	6040	/
8000						/	7940	8060	/
10,000						/	9920	10,080	/
12,000						/	11,910	12,090	/
14,000						/	13,900	14,100	/
16,000						/	15,890	16,110	/
18,000						/	17,880	18,120	/
20,000						/	19,870	20,130	/
							/	/	±75
22,000						/	21,860	22,140	/
25,000						/	24,845	25,155	/
							/	/	±75
29,000 (*)					/	/	28,975 (*)	29,025 (*)	/
30,000						/	29,820	30,180	/
30,000 (*)					/	/	29,975 (*)	30,025 (*)	/
35,000						/	34,795	35,205	/
35,000 (*)					/	/	34,971 (*)	35,029 (*)	/
40,000						/	39,770	40,230	/
40,000 (*)					/	/	39,966 (*)	40,034 (*)	/
41,000 (*)					/	/	40,965 (*)	41,035 (*)	/
45,000						/	44,745	45,255	/
50,000						/	49,720	50,280	/
51,000						/	50715	51285	/

NOTE : THE VALUES FOLLOWED WITH AN ASTERISK ARE ONLY TO BE ACCOUNTED FOR IF AIRCRAFT ARE OPERATED IN RVSM CONDITIONS (A/C WITH SB F900EX-4)

Figure 2: TABLE 3 - ALTITUDE READINGS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ALTITUDE SELECTED (ft)	ALTITUDE READING WITH BUZZER "ON" (ft)	ALTITUDE READING WITH BUZZER "OFF" (ft)	DIFFERENCE BETWEEN ALTITUDE READINGS WITH AND WITHOUT BUZZER (ft)	TOLERANCE (ft)
1000				± 70
2000				± 70
3000				± 70
6000				± 70
10,000				± 80
16,000				± 90
20,000				± 100
25,000				± 120
30,000				± 140
35,000				± 160
40,000				± 180
50,000				± 250
51,000				± 285

Figure 3: TABLE 4 - ALTITUDE READINGS FROM STAND-BY ALTIMETER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

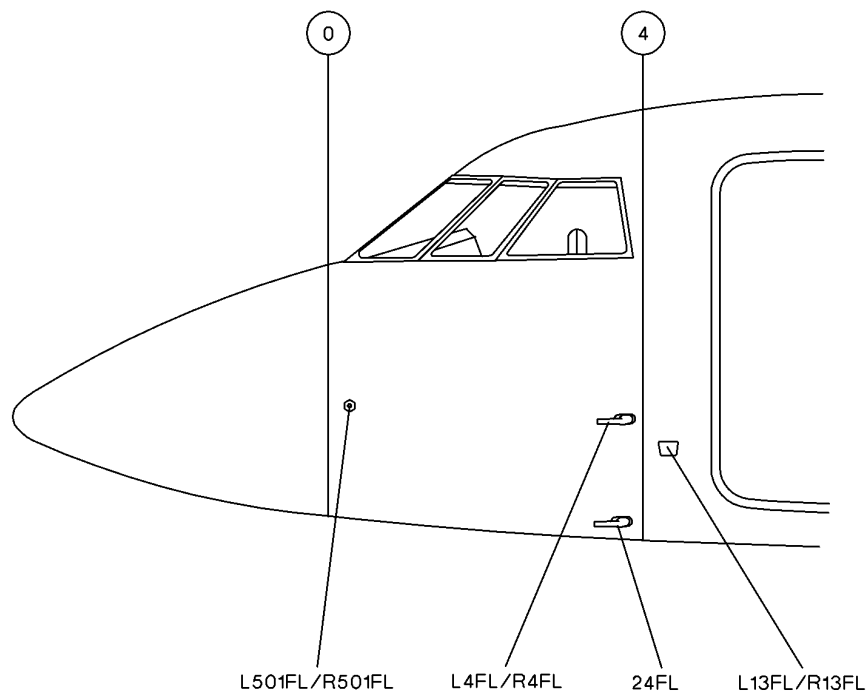


Figure 4: LOCATION OF AIR DATA PROBES

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

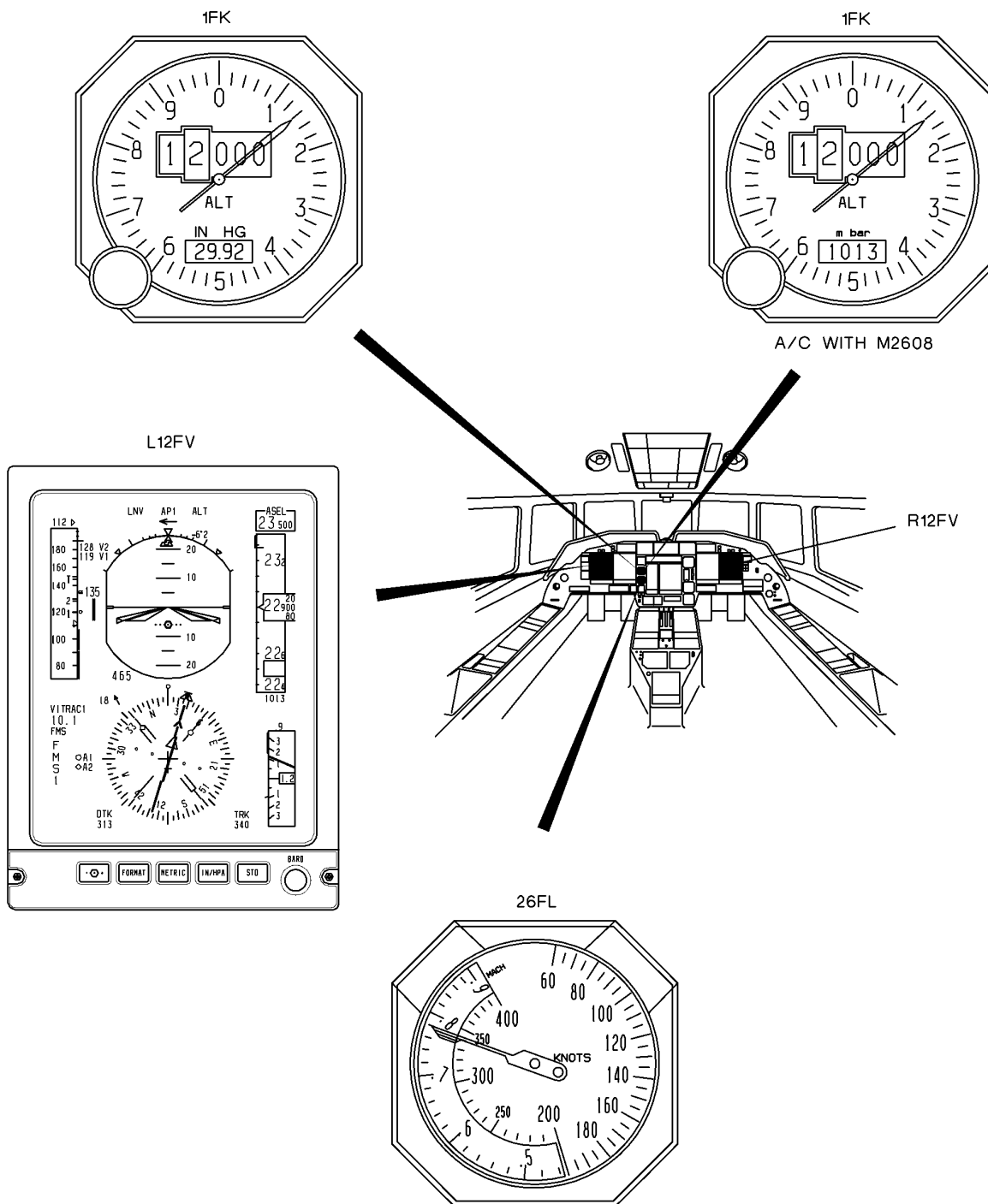


Figure 5: LOCATION OF COCKPIT CONTROLS

Project No: **BDHRN002**Job Card No **0147**

Notif.No.: 10049225

Activity: **1030**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: Leak Test DADC 2 Air Pressure Sys

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 100,200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069357 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

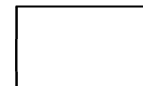
Defect Card Raised

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: 34-16-00-720-801-06

Operator Code: 34-16-00-720-801-06

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.: **34.060**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	24-JAN-2013						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>34-16-00-720-801- LEAK TEST COPILOT DIGITAL AIR DATA COMPUTER AIR
06 PRESSURE SYSTEM
RVSM**

REMARKS : _____

AMM 34-16-00-720-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-16-00-720-801 FUNCTIONAL TEST OF THE AIR DATA INDICATORS

WARNING: BEFORE PERFORMING THE FUNCTIONAL TEST OF THE AIR DATA INSTRUMENTS, MAKE SURE THAT THE PRESSURE PROBE HEATING SYSTEMS ARE NOT ENERGIZED. THIS WILL HELP PREVENT INJURIES TO PERSONNEL AND DAMAGE TO THE EQUIPMENT.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-16-00-720-801-01 ADC 1 ([L2FX](#))
- 34-16-00-720-801-02 ADC 2 ([R2FX](#))
- 34-16-00-720-801-03 stand-by altimeter ([1FK](#))
- 34-16-00-720-801-04 stand-by Mach airspeed indicator ([26FL](#))

NOTE 1: These tests are to be performed with all air data system equipment installed, including air data computers.

NOTE 2: The operator may either choose to perform the functional test per this procedure or to send the equipment to an approved repair agent.

If the operator chooses to perform this procedure and the results of some of the tests are out of tolerance, the affected equipment items must be removed and sent to an approved repair agent for calibration (Refer to [TASK 34-14-01-900-801](#)).

NOTE 3: Depending on Local Authorities operational regulations, additional tasks may be required to substantiate a periodic test of the Air Data System.

For example, it may be necessary to perform the following procedures:

- the draining of the total/static pressure system (Refer to [TASK 34-11-00-680-801](#)) to ensure freedom from entrapped moisture,
- the operational test of the air data probe anti-icing system (Refer to [TASK 30-30-00-710-801](#)) to determine that the static port heater is operative.

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [30-30-00-710-801](#)
- [32-60-00-910-802](#)
- [34-10-00-860-801](#)
- [34-11-00-200-801](#)
- [34-11-00-680-801](#)
- [34-11-00-790-801](#)
- [34-14-01-900-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OPERATIONAL TEST OF THE AIR DATA PROBE ANTI-ICING
SYSTEM
USE OF THE TARGETS FOR FLIGHT SIMULATION
PREPARATION AND USE OF THE AIR DATA BENCH
CHECK OF THE TOTAL / STATIC PRESSURE SYSTEM FOR
CLOGGING
DRAINING OF THE TOTAL / STATIC PRESSURE SYSTEM
LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
[REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS \(ADC\)](#)

B. Energy

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. Connect the electrical Ground Power Unit (GPU) (Refer to **TASK 24-00-00-860-801**).

B. Check the air data systems for leaks (Refer to **TASK 34-11-00-790-801**).

C. Check that all the circuit breakers are engaged, except:

- "LH AOA HEAT" (**L31FL**),
- "RH AOA HEAT" (**R31FL**),
- "LH PITOT HEAT" (**L1FL**),
- "RH PITOT HEAT" (**R1FL**),
- "LH STATIC HEAT" (**L11FL**),
- "RH STATIC HEAT" (**R11FL**),
- "ST BY PITOT" (**21FL**).

D. Energize the aircraft systems with the electrical GPU (Refer to **TASK 24-00-00-860-801**).

E. Check that the "LH AV MASTER" switch/light (**L2PP**), "RH AV MASTER" switch/light (**R2PP**) and "MINI LOAD MASTER" switch/light (**8PP**) are extinguished (avionics equipment power supply not load-shedded) (Refer to **SDS 24-60-00**, Figures: Circuit Breaker panels (10PP)).

4. FUNCTIONAL TEST OF ADC'S

Refer to **fig. 2** and **fig. 5**

A. Install the in-flight simulation tools on the LH and RH main landing gear legs to set the aircraft in flight configuration (Refer to **TASK 32-60-00-910-802**, paragraph "Use").

B. Connect the digital air data bench to the pilot and copilot pitot and static normal pressure probes (Refer to **TASK 34-10-00-860-801**).

C. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").

D. On the pilot and copilot Reversion Selection Panels (RSPs) (**L33FV**)/(**R33FV**), make sure that the "ADC" pushbuttons are extinguished (no ADC reversion).

- If an "ADC" pushbutton is lit on (ADC1 reversion or/and ADC2 reversion), push on the "ADC" pushbutton to deselect the ADC reversion.

E. Check of altitude indications on the pilot PFD and copilot PFD

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

NOTE: The pilot and copilot altitude data must be checked at a speed of 0 kt.

- (1) Select a reference pressure of 29.92 in.Hg on the Primary Flight Display 1 (PFD 1) (**L12FV**) and PFD 2 (**R12FV**) by pressing the "STD" key on the bottom strip of each PFD.

NOTE: Check that the "in.Hg" unit has been previously selected on the PFD 1 and PFD 2 . If not, press the "IN/HPA" key on the bottom strip of each PFD.

- (2) On the digital air data bench, select each one of the values given in Table 3 (see **fig. 2**).

NOTE: The values followed by an asterisk are only to be taken into account for aircraft operated in Reduced Vertical Separation Minimum (RVSM) conditions (A/C with SB F900EX-4).

- (3) Record the altitude values read on PFD 1 (**L12FV**) and PFD 2 (**R12FV**).
- (4) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).

(5) Adjust the digital air data bench to display an altitude of 8,230 ft on the pilot PFD.

- (6) Select on PFD 1 (**L12FV**) the reference pressure values given in the table below.

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON PFD 1 (ft)	ALTITUDE READING ON PFD 2 (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
28.10			6478	6528
28.50			6865	6915
29.00			7342	7392
29.50			7813	7863
29.92			8230	
30.50			8736	8786
30.90			9098	9148
30.99			9179	9229

- (7) Record the altitude values read on PFD 1 (**L12FV**).
- (8) Check that these values are within the minimum and maximum values given in the table above.
- (9) Repeat steps 4.E.(5), 4.E.(6), 4.E.(7) and 4.E.(8) on PFD 2 (**R12FV**).

F. Check of pilot and copilot airspeed indications

- (1) On PFD 1 and PFD 2, select a reference pressure of 29.92 in.Hg by pressing the "STD" key on the bottom strip of each PFD.
- (2) Select an altitude of 5,000 ft on the digital air data bench.
- (3) On the digital air data bench, select each one of the Indicated AirSpeed (IAS) values given in the table below.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

SELECTED IAS (kt)	IAS READING ON PFD 1 (kt)	IAS READING ON PFD 2 (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100			98	102
150			148	152
200			198	202
250			248	252
300			297	303
350			347	353
400			396	404

(4) Record the IAS values read on the pilot PFD and copilot PFD.

(5) Check that these values are within the minimum and maximum values given in the table above.

(6) Slowly return the digital air data bench to ambient atmospheric pressure.

G. Check of pilot and copilot altitude indications using the RH static pressure probe (**R13FL**)

NOTE: The purpose of this check is to make sure that the static pressure system is not blocked between the RH static pressure probe (**R13FL**) and the ADCs (**L2FX**)/(**R2FX**).

(1) Cross-connect the static pressure probes as follows:

Refer to **fig. 4**

(a) Remove the static test adapter from the LH static pressure probe (**L13FL**).

(b) Remove the static blanking adapter from the RH static pressure probe.

(c) Install the static test adapter on the RH static pressure probe.

(d) Install the static blanking adapter on the LH static pressure probe.

(2) Select a reference pressure of 29.92 in.Hg on the PFD 1 and on the PFD 2 by pressing the "STD" key on the bottom strip of each PFD.

(3) On the digital air data bench, select an altitude of 40,000 ft.

NOTE: On the digital air data bench, the selected speed must be 0 kt.

(4) Check that the altitude values read on the PFD 1 and PFD 2 are identical to the values recorded at step 4.E.(3) for a selected altitude of 40,000 ft.

(5) Slowly return the digital air data bench to ambient atmospheric pressure.

H. Disconnect the digital air data bench from the normal pressure probes (Refer to **TASK 34-10-00-860-801**).

I. Remove the in-flight simulation tools from the LH and RH main landing gear legs (Refer to **TASK 32-60-00-910-802**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

5. **FUNCTIONAL TEST OF STAND-BY ALTIMETER (1FK)**

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



- A. Connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Make sure that the in-flight simulation tools are not installed.
- C. Check that the "ST-BY INSTR BAT" circuit breaker (**1FG**) is engaged (see **fig. 1**).
- D. On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with modification M2608), using the knob located on the bottom left side of the stand-by altimeter.
- E. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- F. Test in climb
 - (1) On the digital air data bench, select in succession each one of the altitude values in climb given in Table 3 (except specific RVSM values: 29,000 ft and 41,000 ft) (see **fig. 2**).
 - (2) Record the altitude values read in climb (Zm) on the stand-by altimeter.
 - (3) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).
- G. Wait 10 to 15 minutes at 51,000 ft.
- H. Test in descent
 - (1) Select 25,000 ft on the digital air data bench.
 - (2) Wait 5 minutes at 25,000 ft.
 - (3) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (4) Select 20,000 ft on the digital air data bench.
 - (5) Wait 5 minutes at 20,000 ft.
 - (6) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (7) Select 0 ft on the digital air data bench.
 - (8) Wait 1 minute at 0 ft.
 - (9) Record the altitude value read in descent (Zd) on the stand-by altimeter.
- I. For each one of the three altitude values (25,000 ft, 20,000 ft and 0 ft), calculate the difference between the altitude value read in descent (Zd) and the value read in climb (Zm).
- J. Check that the three calculated values (Zd-Zm) are within the tolerances given in Table 3 (see **fig. 2**).
- K. Select an altitude of 0 ft on the digital air data bench.

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- L. On the stand-by altimeter, select each one of the reference pressure values given in the table below (Table 1 or Table 2 according to the type of stand-by altimeter).

Table 1: stand-by altimeter with reference pressure in in.Hg

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
26.00		- 3866	- 3806
27.20		- 2640	- 2590
28.40		- 1462	- 1412
29.50		- 417	- 367
29.92		- 10	10
30.40		415	465
30.90		868	918

Table 2: stand-by altimeter with reference pressure in mbar

SELECTED REFERENCE PRESSURE (m bar)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
880		- 3880	- 3820
920		- 2672	- 2622
960		- 1511	- 1461
1000		- 389	- 339
1013		- 10	10
1020		159	209
1040		698	748

- M. Record the altitude values read on the stand-by altimeter.
- N. Check that these values are within the minimum and maximum values given in the table above (Table 1 or Table 2).
- O. Test of stand-by altimeter with buzzer on or off
- (1) On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar).
 - (2) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
 - (3) Record the altitude values read on the stand-by altimeter with the buzzer on.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- (4) Slowly return the digital air data bench to ambient atmospheric pressure.
- (5) On the circuit breaker panel (**10PP**), disengage the "ST-BY INSTR BAT" circuit breaker (**1FG**) to switch off the buzzer of the stand-by altimeter (see **fig. 1**).
- (6) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
- (7) Record the altitude values read on the stand-by altimeter with the buzzer off.
- (8) Calculate the difference between the values read on the stand-by altimeter with the buzzer on and the values read on the stand-by altimeter with the buzzer off.
- (9) Check that the calculated differences are within the indicated tolerances.
- (10) On the circuit breaker panel, engage the "ST-BY INSTR BAT" circuit breaker (see **fig. 1**).

P. Check of stand-by altimeter using the stand-by static pressure probe (**R501FL**)

NOTE: The purpose of this check is to make sure that the stand-by pressure system is not blocked between the stand-by static pressure probe (**R501FL**) and the stand-by altimeter .

- (1) Cross-connect the stand-by static pressure probes as follows:
Refer to **fig. 4**
 - (a) Remove the stand-by static test adapter from the LH stand-by static pressure probe (**L501FL**).
 - (b) Remove the stand-by static blanking adapter from the RH stand-by static pressure probe (**R501FL**).
 - (c) Install the stand-by static test adapter on the RH stand-by static pressure probe.
 - (d) Install the stand-by static blanking adapter on the LH stand-by static pressure probe.
- (2) On the stand-by altimeter, make sure that a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with M2608) is selected. Otherwise, select a reference pressure of 29.92 in.Hg or 1013 mbar.
- (3) On the digital air data bench, select an altitude of 40,000 ft.
- (4) Check that the altitude values read on the stand-by altimeter are identical to the values recorded at step **5.F.(2)** for a selected altitude of 40,000 ft.
- (5) Slowly return the digital air data bench to ambient atmospheric pressure.

Q. If the following test is not to be performed, disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

6. **FUNCTIONAL TEST OF STAND-BY MACH AIRSPEED INDICATOR (26FL)**

Refer to **fig. 5**

- A. As applicable, connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Check of Indicated AirSpeed (IAS) indications
 - (1) On the digital air data bench, select an altitude of 5,000 ft.
 - (2) On the digital air data bench, select each one of the IAS values given in the table below.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

SELECTED IAS (kt)	IAS READING ON STAND-BY MACH AIRSPEED INDICATOR (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100		95	105
150		145	155
200		194	206
250		242.5	257.5
300		291	309
350		339.5	360.5
400		388	412

(3) Record the IAS values read on the stand-by Mach airspeed indicator (**26FL**).

(4) Check that these IAS values are within the minimum and maximum values given in the table above.

C. Check of Mach indications

(1) On the digital air data bench, select each one of the pairs of values (altitude/static pressure and Mach) from the table below.

NOTE: Wait until the pointer of the instrument settles before recording the value.
The ambient temperature must be 20°C ± 5°C (68°F ± 9°F).

SELECTED ALTITUDE/STATIC PRESSURE (mbar)	SELECTED MACH	MACH READING	MIN. MACH	MAX. MACH
1013.25	0.34		0.332	0.348
724.05	0.40		0.393	0.407
453.19	0.50		0.493	0.507
285.15	0.62		0.613	0.627
192.36	0.74		0.728	0.752
115.81	0.92		0.902	0.938

(2) Record the Mach values read on the stand-by Mach airspeed indicator.

(3) Check that these Mach values are within the minimum and maximum values given in the table above.

D. Slowly return the digital air data bench to ambient atmospheric pressure.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- E. Disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

7. FINAL STEPS

Refer to **fig. 1**

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).
- B. Disconnect the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- C. Install the protective covers on the total and static pressure probes.
- ◆
- D. Engage the following circuit breakers:
- "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

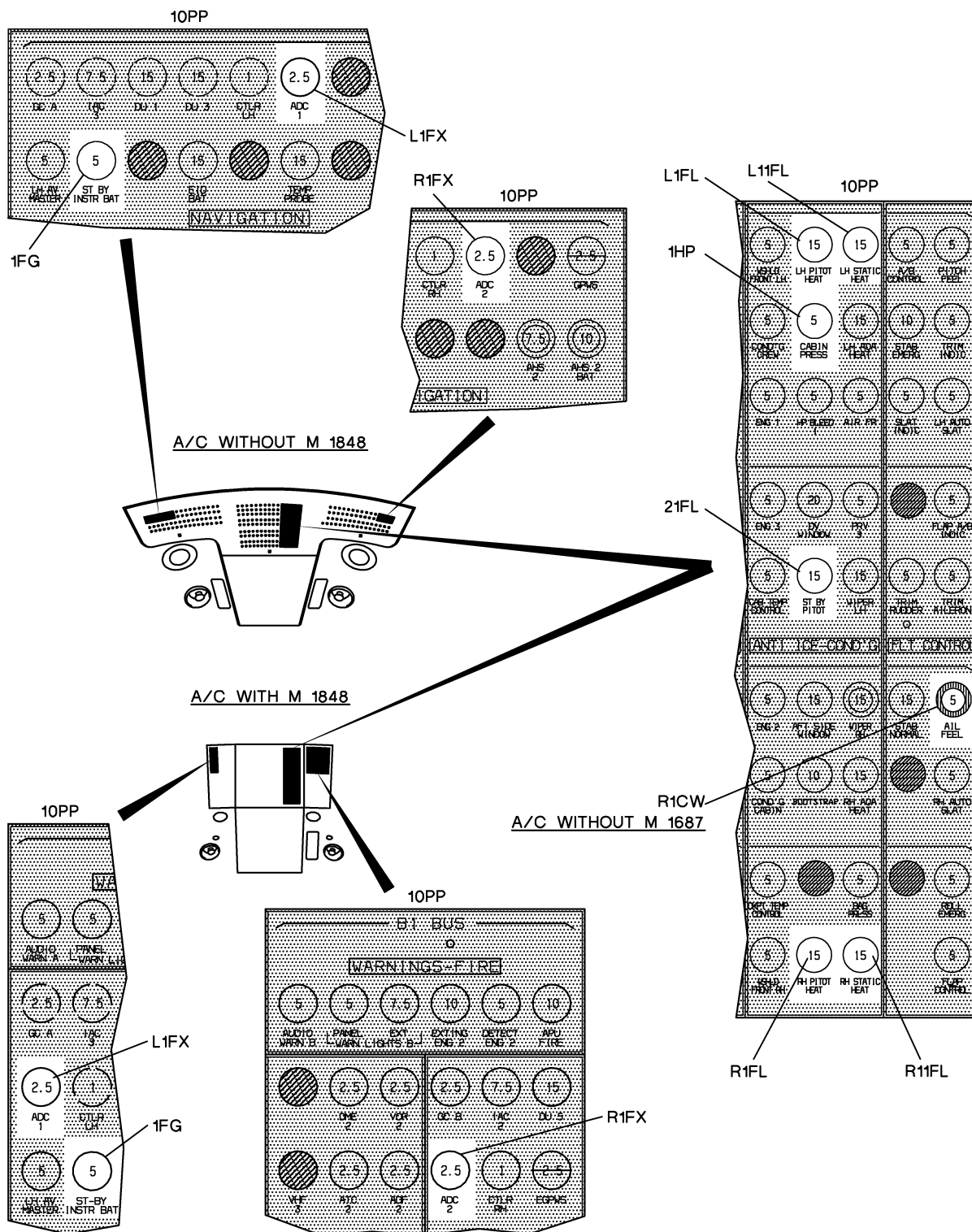


Figure 1: LOCATION OF CIRCUIT BREAKERS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ALTITUDE SELECTED (ft)	PFD 1		PFD 2		STAND-BY ALTIMETER		MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)	Zd-Zm (ft)
	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (Zm) (ft)	ALTITUDE READING IN DESCENT (Zd) (ft)			
-1000						/	-1020	-980	/
0						/	-20	20	/
							/	/	±30
500						/	480	520	/
1000						/	980	1020	/
1500						/	1475	1525	/
2000						/	1970	2030	/
3000						/	2970	3030	/
4000						/	3965	4035	/
6000						/	5960	6040	/
8000						/	7940	8060	/
10,000						/	9920	10,080	/
12,000						/	11,910	12,090	/
14,000						/	13,900	14,100	/
16,000						/	15,890	16,110	/
18,000						/	17,880	18,120	/
20,000						/	19,870	20,130	/
							/	/	±75
22,000						/	21,860	22,140	/
25,000						/	24,845	25,155	/
							/	/	±75
29,000 (*)					/	/	28,975 (*)	29,025 (*)	/
30,000						/	29,820	30,180	/
30,000 (*)					/	/	29,975 (*)	30,025 (*)	/
35,000						/	34,795	35,205	/
35,000 (*)					/	/	34,971 (*)	35,029 (*)	/
40,000						/	39,770	40,230	/
40,000 (*)					/	/	39,966 (*)	40,034 (*)	/
41,000 (*)					/	/	40,965 (*)	41,035 (*)	/
45,000						/	44,745	45,255	/
50,000						/	49,720	50,280	/
51,000						/	50715	51285	/

NOTE : THE VALUES FOLLOWED WITH AN ASTERISK ARE ONLY TO BE ACCOUNTED FOR IF AIRCRAFT ARE OPERATED IN RVSM CONDITIONS (A/C WITH SB F900EX-4)

Figure 2: TABLE 3 - ALTITUDE READINGS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ALTITUDE SELECTED (ft)	ALTITUDE READING WITH BUZZER "ON" (ft)	ALTITUDE READING WITH BUZZER "OFF" (ft)	DIFFERENCE BETWEEN ALTITUDE READINGS WITH AND WITHOUT BUZZER (ft)	TOLERANCE (ft)
1000				± 70
2000				± 70
3000				± 70
6000				± 70
10,000				± 80
16,000				± 90
20,000				± 100
25,000				± 120
30,000				± 140
35,000				± 160
40,000				± 180
50,000				± 250
51,000				± 285

Figure 3: TABLE 4 - ALTITUDE READINGS FROM STAND-BY ALTIMETER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

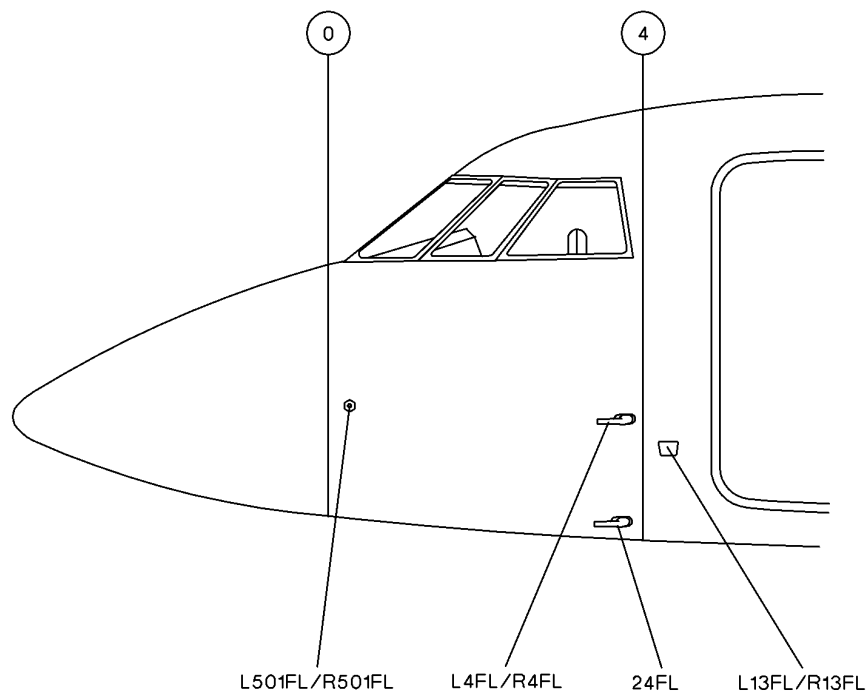


Figure 4: LOCATION OF AIR DATA PROBES

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

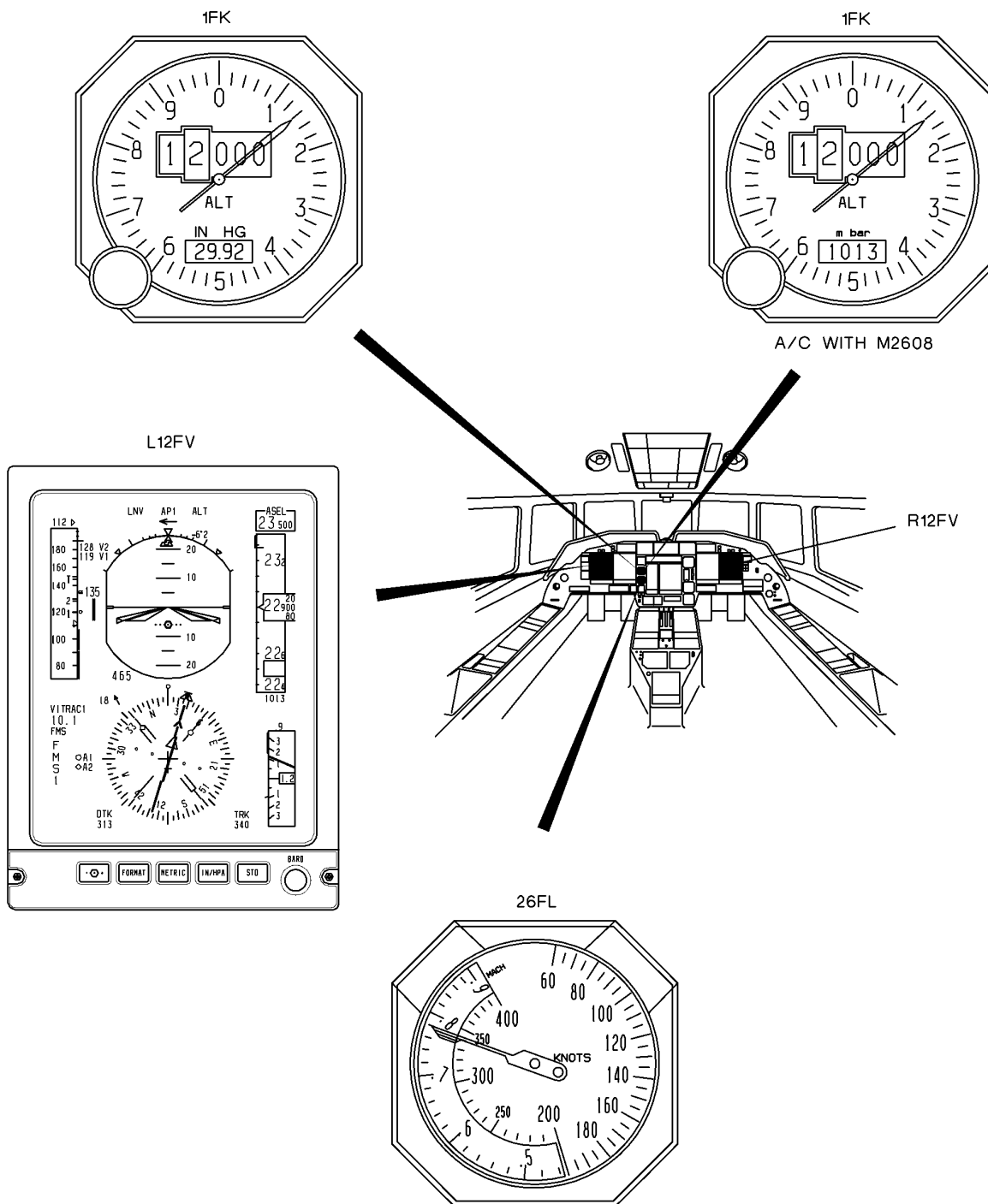


Figure 5: LOCATION OF COCKPIT CONTROLS

Project No: **BDHRN002**Job Card No **0148**

Notif.No.: 10049227

Activity: **1032**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **TST Static Press Sys (FAR 91.411)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 100,200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069358 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-18-01-700-881-01

Operator Code: 34-18-01-700-881-01

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.: **34.100**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	24-JAN-2013						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>**34-18-01-700-881- TEST STATIC PRESSURE SYSTEM (FAR 91.411)**

01

RVSM

REMARKS : _____

FAR 91.411

Operator: **HERON AVIATION**

Work Card No.: **34.100**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

10 FAR 91.411 PAGE NO.: REF: SEC 91.411 ALTIMETER SYSTEM AND ALTITUDE REPORTING EQUIPMENT TESTS AND INSPECTIONS DATE: 01/31/04

34-18-01-700-881-01 TEST STATIC PRESSURE SYSTEM (FAR 91.411)

Project No: **BDHRN002**Job Card No **0149**

Notif.No.: 10049235

Activity: **1040**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: FNC ATC 1 System Using Test Set ATC601

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

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

210A,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069312 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-54-00-720-802-01

Operator Code: 34-54-00-720-802-01

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.: **34.300**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	24-JAN-2013						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>34-54-00-720-802- FUNCTIONAL TEST NO. 1 ATC TRANSPONDER
01
RVSM

REMARKS : _____

AMM 34-54-00-720-802

Operator: **HERON AVIATION**

Work Card No.: **34.300**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

956 MPD 05-20-34 PAGE NO.:PAGE 2/2 REF: 34-50 DEPENDENT POSITION DETERMINING DATE: MAR 09/2012 2

34-54-00-720-802-01 FUNCTIONAL TEST NO. 1 ATC TRANSPONDER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-54-00-720-802

FUNCTIONAL TEST OF THE AIR TRAFFIC CONTROL (ATC) SYSTEM

WARNING: THE ATC TRANSPONDER SYSTEM EMITS RADIO FREQUENCY (RF) SIGNALS. DO NOT OPERATE OR TEST THE ATC TRANSPONDER SYSTEM WITH PERSONNEL STANDING AT LESS THAN 2 M (7 FT APPROX.) FROM THE ANTENNA. THIS WILL PREVENT THE RISK OF INJURY CAUSED BY RF EMISSIONS.

CAUTION: THE LOCAL STATION MUST BE INFORMED BEFORE PERFORMING THESE TESTS.

CAUTION: THESE TESTS MUST BE PERFORMED, AS FAR AS POSSIBLE, INSIDE A METALLIC HANGAR WITH DOORS CLOSED TO AVOID DISTURBING LOCAL TRAFFIC.

CAUTION: LIMIT THE ATC TRANSMISSION TIME TO THE MINIMUM.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-54-00-720-802-01 ATC 1 system periodic tests
- 34-54-00-720-802-02 ATC 2 system periodic tests
- 34-54-00-720-802-03 ATC 1 system complementary tests
- 34-54-00-720-802-04 ATC 2 system complementary tests

NOTE 1: The procedure is broken down as follows:

- Periodic Tests:
 - ATC 1 system: operation code 34-54-00-720-802-01,
 - ATC 2 system: operation code 34-54-00-720-802-02.
- Complementary Tests:
 - ATC 1 system: operation code 34-54-00-720-802-03,
 - ATC 2 system: operation code 34-54-00-720-802-04.

NOTE 2: The software of ramp test set (**ATC-601**) must be updated to version 2.22 (or higher) for the test of the "FLIGHT ID" (A/C with SB F900EX-205) and to version 3.04 (or higher) for the test of "Enhanced Surveillance" (A/C with SB F900EX-239).

The version of the software can be checked on the "START UP" screen when Ramp Test Set (**ATC-601**) is energized.

NOTE 3: For the test, do not use the codes that follow:

- code 0001 (military intercept code),
- code 7500 (hijack code),
- code 7600 (defective VHF COM receiver code),
- code 7700 (emergency code).

2. LOGISTICS

A. References

Reference	Designation
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Effectivity: USING ATC-601 TEST SET
Rev. Date: MAR 09/2012
34-54-00-720-802

page 1 / 19

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- [24-00-00-860-801](#) ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
- [32-60-00-910-801](#) USE OF THE GROUND / FLIGHT BOX
- [32-60-00-910-802](#) USE OF THE TARGETS FOR FLIGHT SIMULATION
- [34-10-00-860-801](#) PREPARATION AND USE OF THE AIR DATA BENCH
- [34-21-00-820-801](#) IRS ALIGNMENT

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• ATC-601	ATC TEST SET	

C. Energy

- ELECTRICAL
- HYDRAULIC

D. Access

Reference	Designation
• PAX	PASSENGER DOOR
• 210A	NOSE CONE

E. Miscellaneous

- ACCESS PLATFORM (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

Refer to [fig. 1](#)

- A. Connect the Electrical Ground Power Unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- B. Connect the digital air data bench (Refer to [TASK 34-10-00-860-801](#), paragraph "Connection").
- C. Install the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Use").

NOTE: The GROUND/FLIGHT box may be used instead of the in-flight simulating tools.
 In this case, connect the GROUND/FLIGHT box (Refer to [TASK 32-60-00-910-801](#), paragraph "Installation").
- D. For A/C with SB F900EX-239 "Enhanced Surveillance", open nose cone ([210A](#)).
- E. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- F. Select a reference pressure of 29.92 in.Hg on pilot Primary Flight Display (PFD) ([L12FV](#)) and copilot PFD ([R12FV](#)) by pressing the "STD" key on the lower strip of each PFD.

4. INITIALIZATION OF RAMP TEST SET ([ATC-601](#))

- A. Switch on ramp test set ([ATC-601](#)) by pressing the "POWER" key.

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NOTE: On the "START UP" screen, check that the version of the software is compatible with the tests to be performed:

- Version 2.22 (or higher) for the test of the "FLIGHT ID" (A/C with SB F900EX-205).
- Version 3.04 (or higher) for the test of "Enhanced Surveillance" (A/C with SB F900EX-239).

B. Press the "SELF TEST" key to display the "SELF TEST" screen.

C. Press the "RUN/STOP" key to start the self-test.

NOTE: The "TEST RUNNING" message appears in the bottom line of display to indicates that the test is running. At the end of the test, the message disappears.

D. Check that the "SELF TEST - PASSED" message is displayed at the end of the test.

NOTE: If the test fails, the "SELF TEST - FAILURE" message is displayed; if so, refer to ramp test set (**ATC-601**) operating manual for error code definitions.

5. PERIODIC TESTS

Refer to **fig. 1**, **fig. 2** and **fig. 4**

NOTE: For these tests, ramp test set (**ATC-601**) can be installed on board the aircraft.

A. Test procedure for ATC 1 bottom antenna (**L5SH**)

- (1) Install the cover on ATC 1 top antenna (**L9SH**).
- (2) Using a coaxial cable, connect the test set antenna to the "ANTENNA" connector of ramp test set (**ATC-601**).
- (3) Orientate the test set antenna towards ATC 1 bottom antenna (**L5SH**)

NOTE: The test set antenna can be placed on the ground, under ATC 1 bottom antenna (**L5SH**). Prevent any metal object from interfering between ATC 1 bottom antenna (**L5SH**) and the test set antenna.

(4) On copilot Radio Tuning Unit (RTU 2) (**R12RC**), set "BRT OFF" knob (1) away from "OFF".

(5) On pilot Radio Tuning Unit (RTU 1) (**L12RC**):

- (a) Set "BRT OFF" knob (1) away from "OFF".
- (b) Press line key (2) as many times as necessary to display the "ATC" main page.
- (c) Press line key (3) to select ATC 1 transponder.

NOTE 1: The active transponder is displayed in cyan block letters on the "ATC" main page.

NOTE 2: The "ATC 1" main page is not displayed permanently.

In the absence of any activity for more than 20 seconds (selection with a line key or action on the three concentric knobs), the RTU main page is displayed again. In this case, press line key (2) as many times as necessary to display the "ATC 1" main page.

- (d) Press line key (4) to select "STBY".
- (e) Press line key (5) to select "ALT ON".

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- (f) Press line key (12) and turn two of the three concentric knobs (7) to set the code 7776.
NOTE: Another code may be provided by the local station. If so, use this code instead of code 7776.
- (6) On ramp test set (**ATC-601**):
- (a) Press the "SETUP" key to display the "SETUP#1 MENU" page, and configure the following parameters:
- NOTE 1: In order not to adversely affect the test, the data entered in this page has to be as precise as possible.
- NOTE 2: Enter the data, using the "SELECT" keys (up/down), to change the parameters (the cursor line indicates the parameter selected), and the "SLEW" keys (up/down) to change the values. The "SLEW" keys have different rates of change according to the parameter and the way the keys are pressed.
- 1 RANGE (in feet): enter the distance between the antenna to be tested and the test set antenna.
 - 2 HEIGHT (in feet): enter the height between the antenna to be tested and the test set antenna.
 - 3 SELECTED: select the antenna to be tested (top or bottom antenna).
 - 4 GAIN (in dB): the relevant gain value to be entered is mentioned at the back of the test antenna.
 - GAIN 1030: enter the gain of the test antenna at 1030 MHz.
 - GAIN 1090: enter the gain of the test antenna at 1090 MHz.
 - 5 LOSS (in dB): enter the gain loss due to the length of the coaxial cable between ramp test set (**ATC-601**) and the test set antenna (the value of gain loss to be entered is mentioned on the coaxial cable).
- (7) If the GROUND/FLIGHT BOX is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (8) POWER TEST
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Press the "PWR TEST" key.
 - Press the "SELECT" key to select the ATC 1 bottom antenna.
 - Press the "RUN/STOP" key to start the test.
 - Check that the "PASSED" message is displayed in the "STATUS" column.
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (9) TRANSPONDER MODE TEST (AUTO TEST)
- NOTE: The operation manual of the test set gives references to the appropriate FAA requirements.
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Press the "AUTO TEST" key.

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- Press the "RUN/STOP" key and wait for the end of the test.
- Check that the "AUTO TEST - PASSED" message is displayed.

NOTE: To get more information about the results of an autotest, press the "SELECT" key to select the desired test and press the "RUN/STOP" to restart the test.

- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (10) ALTITUDE TEST (A/C WITHOUT SB F900EX-239 "Enhanced Surveillance") (**fig. 2**)
- (a) Adjust the digital air data bench until an altitude higher than 30,000 ft is read on pilot PFD (**L12FV**) and on copilot PFD (**R12FV**) (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").
- (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
- Press line key (4) to select "ON".
 - Check that the same altitude is displayed.
- (c) On ramp test set (**ATC-601**):
- Select "MODE S UFØ" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "AC=".
- (d) On the digital air data bench, increase the altitude by 1000 ft (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench"), and check that the altitude has also increased on "ATC 1" main page of RTU 1 (**L12RC**) and on ramp test set (**ATC-601**).
- (e) With the following table, check whether the altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)
ADC 1 (L1FX)	ADC 2 (R1FX)	
Disengaged	Engaged	Altitude displayed next to "AC="
Disengaged	Disengaged	Altitude not displayed
Engaged	Disengaged	Altitude displayed next to "AC="
Engaged	Engaged	Altitude displayed next to "AC="

- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (5) to select "ALT OFF".
- (g) On ramp test set (**ATC-601**):
- Check that the altitude is not displayed.
 - Press the "RUN/STOP" key to stop the test.
- (h) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (11) ALTITUDE TEST (A/C WITH SB F900EX-239 "Enhanced Surveillance") (**fig. 2**)
- (a) Adjust the digital air data bench until an altitude higher than 30,000 ft is read on pilot PFD (**L12FV**) and on copilot PFD (**R12FV**) (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").

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- (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "ON".
 - Check that the same altitude is displayed.
- (c) On ramp test set (**ATC-601**):
 - Select "MODE S UFØ" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "AC=".
- (d) On the digital air data bench, increase the altitude by 1000 ft (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench"), and check that the altitude has also increased on "ATC 1" main page of RTU 1 (**L12RC**) and on ramp test set (**ATC-601**).
- (e) With the following table, check whether the altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
ADC 1 (L1FX)	ADC 2 (R1FX)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Altitude not displayed	Altitude displayed next to "AC="
Disengaged	Disengaged	Altitude not displayed	Altitude not displayed
Engaged	Disengaged	Altitude displayed next to "AC="	Altitude not displayed
Engaged	Engaged	Altitude displayed next to "AC="	Altitude displayed next to "AC="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (5) to select "ALT OFF".
- (g) On ramp test set (**ATC-601**):
 - Check that the altitude is not displayed.
 - Press the "RUN/STOP" key to stop the test.
- (h) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (12) ENHANCED SURVEILLANCE TEST (A/C WITH SB F900EX-239) (**fig. 2**)
 - (a) On AP control unit (**32CA**), turn the "ASEL" rotary switch to select an altitude, and check that the display in "ASEL" window varies on PFD (**L12FV**) or (**R12FV**).
 - (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (5) to select "ALT ON".
 - Press line key (4) to select "ON".
 - (c) On ramp test set (**ATC-601**):
 - Select the "SEL VERT INTENT RPT #1" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "MCP / FCU SEL ALT=".

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- (d) With the following table, check whether the selected altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
ADC 1 (L1FX)	ADC 2 (R1FX)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Selected altitude not displayed	Selected altitude displayed next to "MCP / FCU SEL ALT="
Disengaged	Disengaged	Selected altitude not displayed	Selected altitude not displayed
Engaged	Disengaged	Selected altitude displayed next to "MCP / FCU SEL ALT="	Selected altitude not displayed
Engaged	Engaged	Selected altitude displayed next to "MCP / FCU SEL ALT="	Selected altitude displayed next to "MCP / FCU SEL ALT="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

- (e) On ramp test set (**ATC-601**), press the "RUN/STOP" key to stop the test.
- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (g) On pilot and copilot Navigation Display (ND 1/ND 2) (**L22FV**)/(**R22FV**) (**fig. 3**):
- 1 Check that label "TRU" (1) is not displayed just below and on the left heading digital readout (2).
 - 2 If label "TRU" (1) is displayed, apply the following procedure to select the magnetic heading:
 - On pilot or copilot Control Display Unit (CDU 1/CDU 2) (**L2RJ**)/(**R2RJ**), press "NAV" function key (3) to access "NAV INDEX 1/2" page (5).
 - When "NAV INDEX 1/2" page (5) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "NAV INDEX 2/2" page (6).
 - On "NAV INDEX 2/2" page (6), select "MAINTENANCE" line key (7) to access "MAINTENANCE 1/3" page (8).
 - When "MAINTENANCE 1/3" page (8) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "MAINTENANCE 2/3" page (9).
 - When "MAINTENANCE 2/3" page (9) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "MAINTENANCE 3/3" page (10).
 - On "MAINTENANCE 3/3" page (10), select the magnetic heading mode by pressing "SELECTED HDG MODE" line key (11) (MAG selected). The "MAG" mode is activated by pressing "ACTIVE HDG MODE" line key (12).
 - On pilot or copilot ND (**L22FV**)/(**R22FV**), check that "TRU" label (13) is not displayed just below and on the left heading digital readout (2).
- (h) Perform an Inertial Reference System (IRS) 1 and 2 alignment (**L2FP**)/(**R2FP**) (Refer to **TASK 34-21-00-820-801**).
- (i) Disengage the following circuit breakers:
- "AHS 1 BAT" (**L11FP**),

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- "AHS 2 BAT" (**R11FP**).
- (j) In nose cone (**210A**), disconnect the electrical cable from IRS 1 and IRS 2 batteries (**L12FP**)/(**R12FP**).
- (k) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (l) On ramp test set (**ATC-601**):
 - Select the "HEADING & SPEED REPORT" test, using the the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the heading value displayed on pilot or copilot ND (**L22FV**)/(**R22FV**) is displayed next to "MAG HDG=".
- (m) With the following table, check whether the heading is displayed on ramp test set (**ATC-601**) for the various statuses of "AHS 1" (**L1FP**) and "AHS 2" (**R1FP**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
AHS 1 (L1FP)	AHS 2 (R1FP)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Heading not displayed	Heading displayed next to "MAG HDG="
Disengaged	Disengaged	Heading not displayed	Heading not displayed
Engaged (1)	Disengaged	Heading displayed next to "MAG HDG="	Heading not displayed
Engaged	Engaged (1)	Heading displayed next to "MAG HDG="	Heading displayed next to "MAG HDG="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

NOTE: When "AHS 1" (**L1FP**) or "AHS 2" (**R1FP**) circuit breakers are re-engaged, set the mode selector switch of Mode Select Unit (MSU) 1 (**L3FP**) or MSU 2 (**R3FP**) to "ATT" position and wait for the new alignment of the IRSs.

- (n) On ramp test set (**ATC-601**), press the "RUN/STOP" key to stop the test.
- (o) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (13) Slowly return the digital air data bench to ambient atmospheric pressure (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").
- (14) GROUND/FLIGHT TEST (A/C WITH SB F900EX-270 or F900EX-239)
 - (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
 - (b) On ramp test set (**ATC-601**):
 - Select the "ATCRBS REPLY TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that "ATCRBS REPLY TEST - PASSED" is displayed at the top of the screen.
 - Press the "RUN/STOP" key to stop the test.
 - (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".

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- (d) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to [TASK 32-60-00-910-801](#), paragraph "Use"). Otherwise:
 - For A/C with SB F900EX-239 "Enhanced Surveillance", set the mode selector of MSU 1 and MSU 2 ([L3FP](#))/([R3FP](#)) to "OFF".
 - On RTU 1 ([L12RC](#)), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)) to "OFF" position.
 - De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
 - Remove the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Removal").
 - Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)), set "BRT OFF" knob (1) away from "OFF".
 - (e) On the "ATC 1" main page of RTU 1 ([L12RC](#)), press line key (4) to select "ON".
 - (f) On ramp test set ([ATC-601](#)):
 - Press the "RUN/STOP" key to start again the "ATCRBS REPLY TEST" test.
 - Check that "ATCRBS REPLY TEST - NO REPLY" screen is displayed at the top of the screen.
 - Press the "RUN/STOP" key to stop the test.
 - (g) On the "ATC 1" main page of RTU 1 ([L12RC](#)), press line key (4) to select "STBY".
 - (15) Remove the cover from ATC 1 top antenna ([L9SH](#)).
- B. Test procedure for ATC 1 top antenna ([L9SH](#)):
- (1) Install the cover on ATC 1 bottom antenna ([L5SH](#)).
 - (2) Orientate the test set antenna towards ATC 1 top antenna ([L9SH](#)).
NOTE: The test set antenna can be placed with caution, on the LH wing outboard upper surface. Prevent any metal object from interfering between the ATC 1 top antenna ([L9SH](#)) and the test set antenna.
 - (3) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to [TASK 32-60-00-910-801](#), paragraph "Use"). Otherwise:
 - On RTU 1 ([L12RC](#)), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)) to "OFF".
 - De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
 - Install the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Removal").
 - Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)), set "BRT OFF" knob (1) away from "OFF".
 - (4) Repeat the test in the same way as for testing ATC 1 bottom antenna ([L9SH](#)), but only perform steps F through I.
NOTE: To evaluate the height between the top antenna and the test set antenna (ramp test set "HEIGHT" parameter), the operator can consider that the height of the top antenna with respect to the ground is 12 ft.

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- (5) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
 - (6) Remove the cover from ATC 1 bottom antenna (**L5SH**).
- C. Test procedure for ATC 2 bottom antenna (**R5SH**):
- (1) Install the cover on ATC 2 top antenna (**R9SH**).
 - (2) Orientate the test set antenna towards ATC 2 bottom antenna (**R5SH**).
NOTE: The test set antenna can be placed on the ground, under ATC 2 bottom antenna (**R5SH**). Prevent any metal object from interfering between the ATC 2 bottom antenna (**R5SH**) and the test set antenna.
 - (3) Repeat the test in the same way as for testing ATC 1 bottom antenna (**L5SH**), but only perform steps E through N as applicable:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".
 - (4) Remove the cover from ATC 2 top antenna (**R9SH**).
- D. Test procedure for ATC 2 top antenna (**R9SH**)
- (1) Install the cover on ATC 2 bottom antenna (**R5SH**).
 - (2) Orientate the test set antenna towards ATC 2 top antenna (**R9SH**).
NOTE: The test set antenna can be placed with caution on the RH wing outboard upper surface. Prevent any metal object from interfering between the ATC 2 top antenna (**R9SH**) and the test set antenna.
 - (3) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use"). Otherwise:
 - On RTU 2 (**R12RC**), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 (**L12RC**)/(**R12RC**) to "OFF".
 - De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
 - Install the in-flight simulating tools (Refer to **TASK 32-60-00-910-802**, paragraph "Removal").
 - Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 (**L12RC**)/(**R12RC**), set "BRT OFF" knob (1) away from "OFF".
 - (4) Repeat the test in the same way as for testing ATC 1 bottom antenna (**L5SH**), but only perform steps F through I:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".NOTE: To evaluate the height between the top antenna and the test set antenna (ramp test set "HEIGHT" parameter), the operator can consider that the height of the top antenna with respect to the ground is 12 ft.
 - (5) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
 - (6) Remove the cover from ATC 2 bottom antenna (**R5SH**).

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6. COMPLEMENTARY TESTS

Refer to **fig. 1**, **fig. 2** and **fig. 4**

NOTE: The following tests are described in this paragraph:

- IDENT - CODE test,
- FLIGHT ID test (A/C with SB F900EX-205), and
- SQUITTER test (A/C with SB F900EX-282).

These tests are not included in the scheduled maintenance, but they are used for checking various parameters according to the aircraft configuration.

A. Test procedure for ATC 1 transponder (**L3SH**):

- (1) Install the cover on ATC 1 top antenna (**L9SH**).
- (2) Orientate the test set antenna towards ATC 1 bottom antenna (**L5SH**).

NOTE: The test set antenna can be placed on the ground, under ATC 1 bottom antenna (**L5SH**). Prevent any metal object from interfering between the ATC 1 bottom antenna (**L5SH**) and the test set antenna.

- (3) On copilot Radio Tuning Unit (RTU 2) (**R12RC**), set "BRT OFF" knob (1) away from "OFF".
- (4) On pilot Radio Tuning Unit (RTU) 1 (**L12RC**):
 - (a) Set "BRT OFF" knob (1) away from "OFF".
 - (b) Press line key (2) as many times as necessary to display the "ATC" main page.
 - (c) Press line key (3) to select ATC 1 transponder.

NOTE 1: The active transponder is displayed in cyan block letters on the "ATC" main page.

NOTE 2: The "ATC 1" main page is not displayed permanently.

In the absence of any activity for more than 20 seconds (selection with a line key or action on the three concentric knobs), the RTU main page is displayed again. In this case, press line key (2) as many times as necessary to display the "ATC 1" main page.

- (d) Press line key (4) to select "STBY".
 - (e) Press line key (5) to select "ALT ON".
 - (f) Press line key (12) and turn two of the three concentric knobs (7) to set the code 7776.

NOTE: Another code may be provided by the local station. If so, use this code instead of code 7776.
- (5) On ramp test set (**ATC-601**):
 - (a) Press the "SETUP" key to display the "SETUP#1 MENU" page, and configure the following parameters:

NOTE 1: In order not to adversely affect the test, the data entered in this page has to be as precise as possible.

NOTE 2: Enter the data, using the "SELECT" keys (up/down), to change the parameters (the cursor line indicates the parameter selected), and the "SLEW" keys (up/down) to change the values. The "SLEW" keys have different rates of change according to the parameter and to the way the keys are pressed.

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- 1 RANGE (in feet): enter the distance between the antenna to be tested and the test set antenna.
 - 2 HEIGHT (in feet): enter the height between the antenna to be tested and the test set antenna.
 - 3 SELECTED: select the antenna to be tested (top or bottom antenna).
 - 4 GAIN (in dB): the relevant gain value to be entered is mentioned at the back of the test antenna.
 - GAIN 1030: enter the gain of the test antenna at 1030 MHz.
 - GAIN 1090: enter the gain of the test antenna at 1090 MHz.
 - 5 LOSS (in dB): enter the gain loss due to the length of the coaxial cable between ramp test set (**ATC-601**) and the test set antenna (the value of gain loss to be entered is mentioned on the coaxial cable).
- (6) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (7) IDENT - CODE TEST
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
 - (b) On ramp test set (**ATC-601**):
 - Press the "AUTO TEST" key on ramp test set (**ATC-601**).
 - Select the "ATCRBS REPLY TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the code 7776 (or the code given by the local station) is displayed next to "CODE=".
 - (c) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press "IDENT" button (8).
 - Check that the cyan "ID" mnemonic is displayed below "ATC 1" for 20 ± 5 seconds.
 - (d) On ramp test set (**ATC-601**), check that the "ID" is displayed next to "CODE=".
 - (e) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "STBY".
 - Press line key (5) to select "ALT OFF".
 - Check that "STBY" is displayed.
 - (f) On ramp test set (**ATC-601**), check that no code is displayed next to "CODE=".
 - (g) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "ON".
 - Check that "STBY" is not displayed on the "ATC 1" main page.
 - (h) On ramp test set (**ATC-601**):
 - Check that code 7776 (or the code given by the local station) is displayed next to "CODE=".
 - Press the "RUN/STOP" key to stop the test.
 - (i) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (8) FLIGHT ID TEST (A/C with SB F900EX-205)

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- (a) On the "ATC 1" main page of RTU 1 (**L12RC**):
- 1 Press line key (4) to select "ON".
 - 2 Press line key (11) to select a preset Flight ID (10).
NOTE: Pressing line key (11) causes a window to frame the leftmost preset Flight ID (10).
 - 3 Enter the Flight ID characters, using two of three concentric knobs (7):
NOTE: The Flight ID characters must contain the first eight characters of the approved repair station performing the tests.
 - the inner knob changes the character inside the window,
 - the outer knob moves one character at a time from the leftmost character to the rightmost character.
 - 4 Press line key (11) to switch active Flight ID (9) and preset Flight ID (10).
 - 5 Press "IDENT" button (8).
 - 6 Check that the cyan "ID" mnemonic is displayed below "ATC 1" for 20 ± 5 seconds.
- (b) On ramp test set (**ATC-601**):
- Select the "FLIGHT ID TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that FLIGHT ID is displayed next to "FLIGHT ID=".
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (9) SQUITTER test (A/C with SB F900EX-282)
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Select the "SQUITTER TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that "DF17 DETECTED = NO" is displayed.
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (10) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (11) Remove the cover from ATC 1 top antenna (**L9SH**).
- B. Test procedure for ATC 2 transponder (**R3SH**):
- (1) Install the cover on ATC 2 top antenna (**R9SH**).
 - (2) Orientate the test set antenna towards ATC 2 bottom antenna (**R5SH**).
- NOTE: The test set antenna can be placed on the ground, under ATC 2 bottom antenna (**R5SH**). Prevent any metal object from interfering between the ATC 2 bottom antenna (**R5SH**) and the test set antenna.

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- (3) Repeat the test in the same way as for testing ATC 1 transponder (**L3SH**), but only perform steps D through J:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".
- (4) Remove the cover from ATC 2 top antenna (**R9SH**) at the end of the test.

7. FINAL STEPS

- A. On ramp test set (**ATC-601**):
 - Press the "POWER" key to switch (**ATC-601**) off.
 - Disconnect the coaxial cable from the "ANTENNA" connector.
- B. Set "BRT OFF" knob (1) of RTU 1 and RTU 2 (**L12RC**)/(**R12RC**) to "OFF".
- C. For A/C with SB F900EX-239 "Enhanced Surveillance":
 - (1) In nose cone (**210A**), connect the electrical cable from IRS 1 and IRS 2 batteries (**L12FP**)/(**R12FP**).
 - (2) Engage the following circuit breakers:
 - "AHS 1 BAT" (**L11FP**),
 - "AHS 2 BAT" (**R11FP**).
 - (3) Perform a test of IRS 1 and IRS 2 batteries (**fig. 1**).
 - (a) IRS 1 battery (**L12FP**):
 - 1 On the overhead panel, press and hold "AHS 1" pushbutton (**L13FP**),
 - 2 On LH voltmeter (**L1PJ**), check that the battery voltage is ≥ 24 VDC,
 - 3 Release "AHS 1" pushbutton (**L13FP**).
 - (b) IRS 2 battery (**R12FP**):
 - 1 On the overhead panel, press and hold "AHS 2" pushbutton (**R13FP**),
 - 2 On RH voltmeter (**R1PJ**), check that the battery voltage is ≥ 24 VDC,
 - 3 Release "AHS 2" pushbutton (**R13FP**).
- D. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- E. Disconnect the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Disconnection").
- F. Remove the in-flight simulating tools (Refer to **TASK 32-60-00-910-802**, paragraph "Removal").
- G. If the GROUND/FLIGHT box was used, disconnect it (Refer to **TASK 32-60-00-910-801**, paragraph "Removal").
- H. Disconnect the Electrical Ground Power Unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

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CAUTION: WHEN CLOSING THE NOSE CONE, IT MUST BE SLOWED DOWN BEFORE IT REACHES THE BOTTOM STOP.

- I. For A/C with SB F900EX-239 "Enhanced Surveillance", close nose cone (**210A**).

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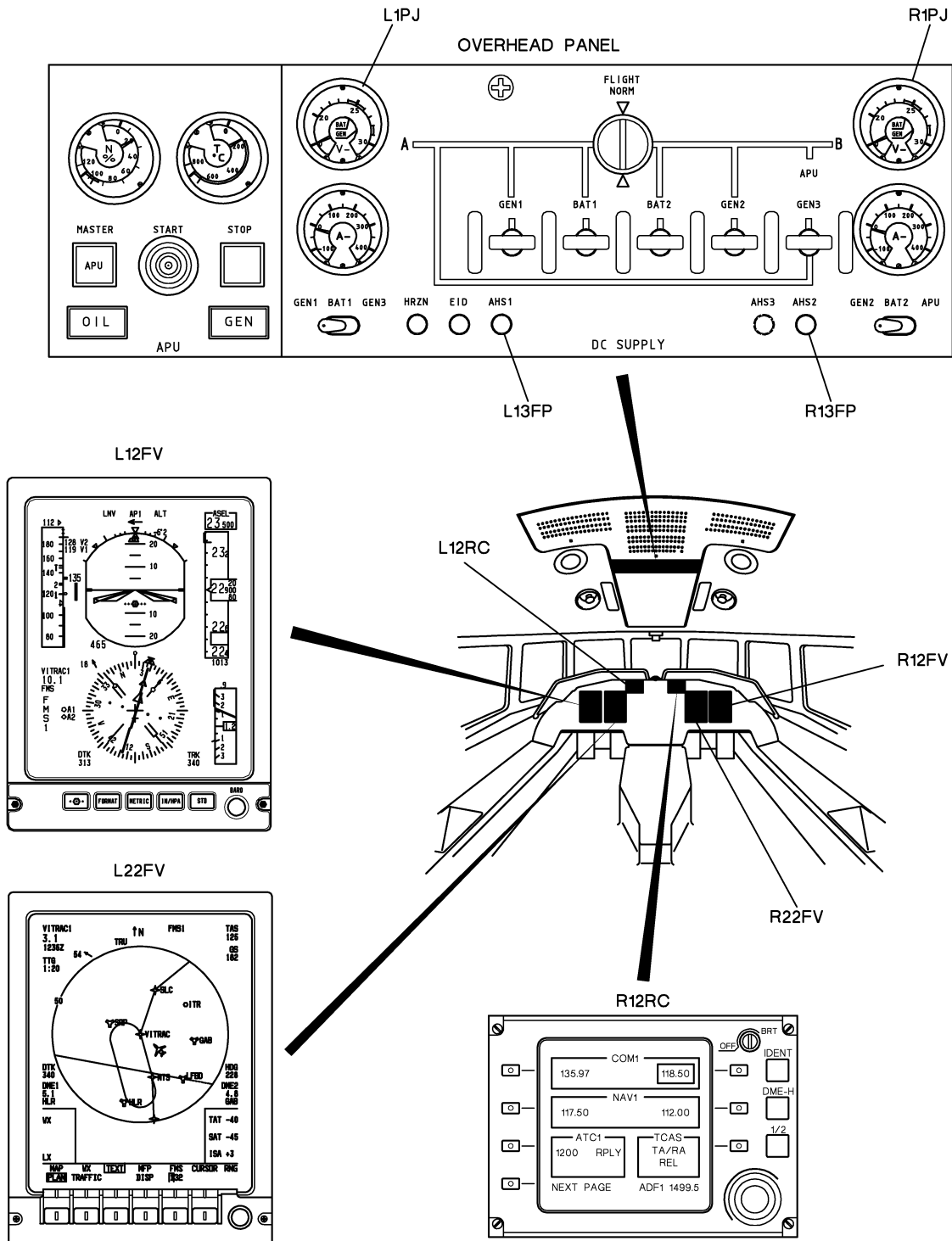


Figure 1: LOCATION OF COCKPIT CONTROLS

Effectivity: USING ATC-601 TEST SET

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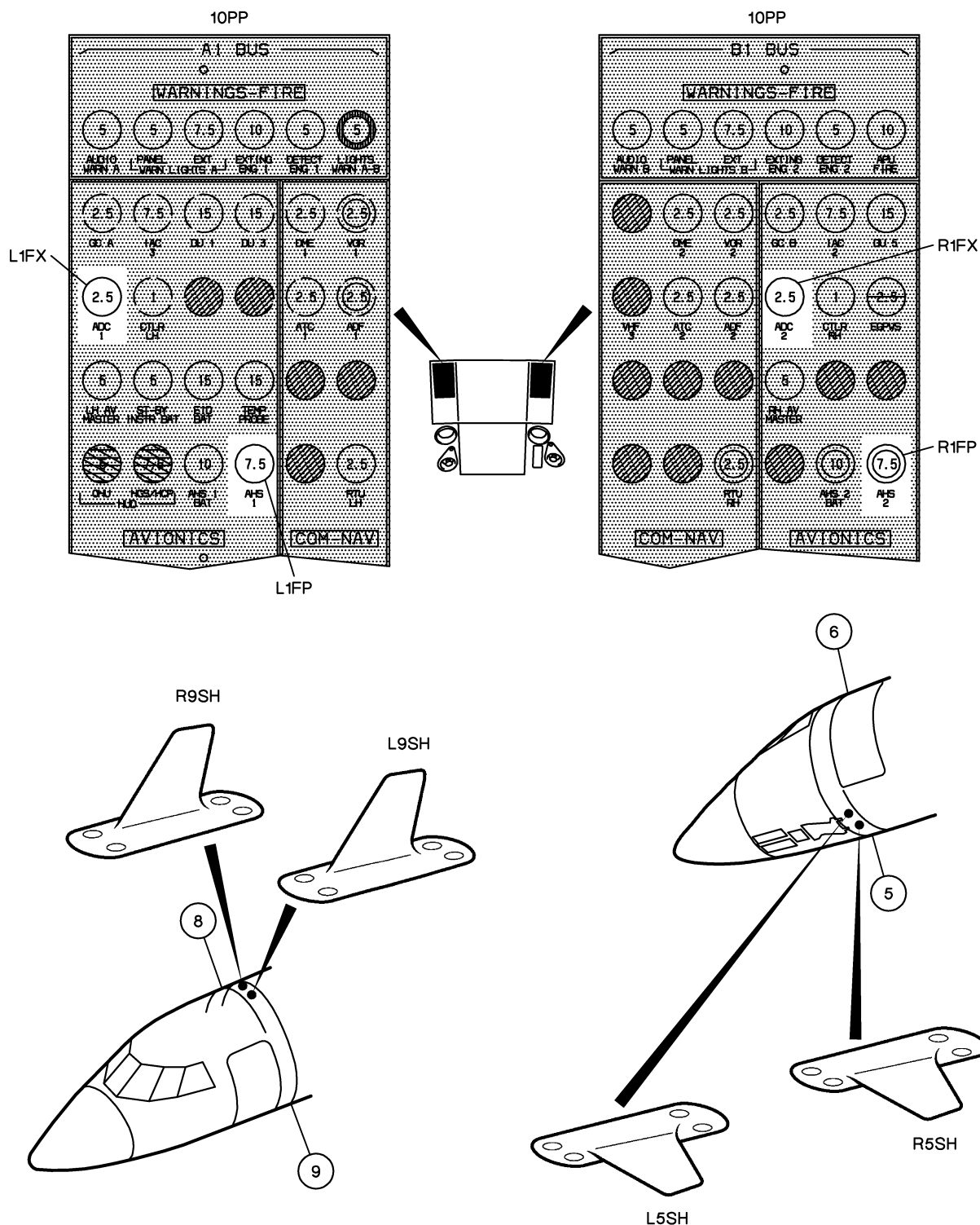


Figure 2: LOCATION OF CIRCUIT BEAKERS AND ATC ANTENNAS

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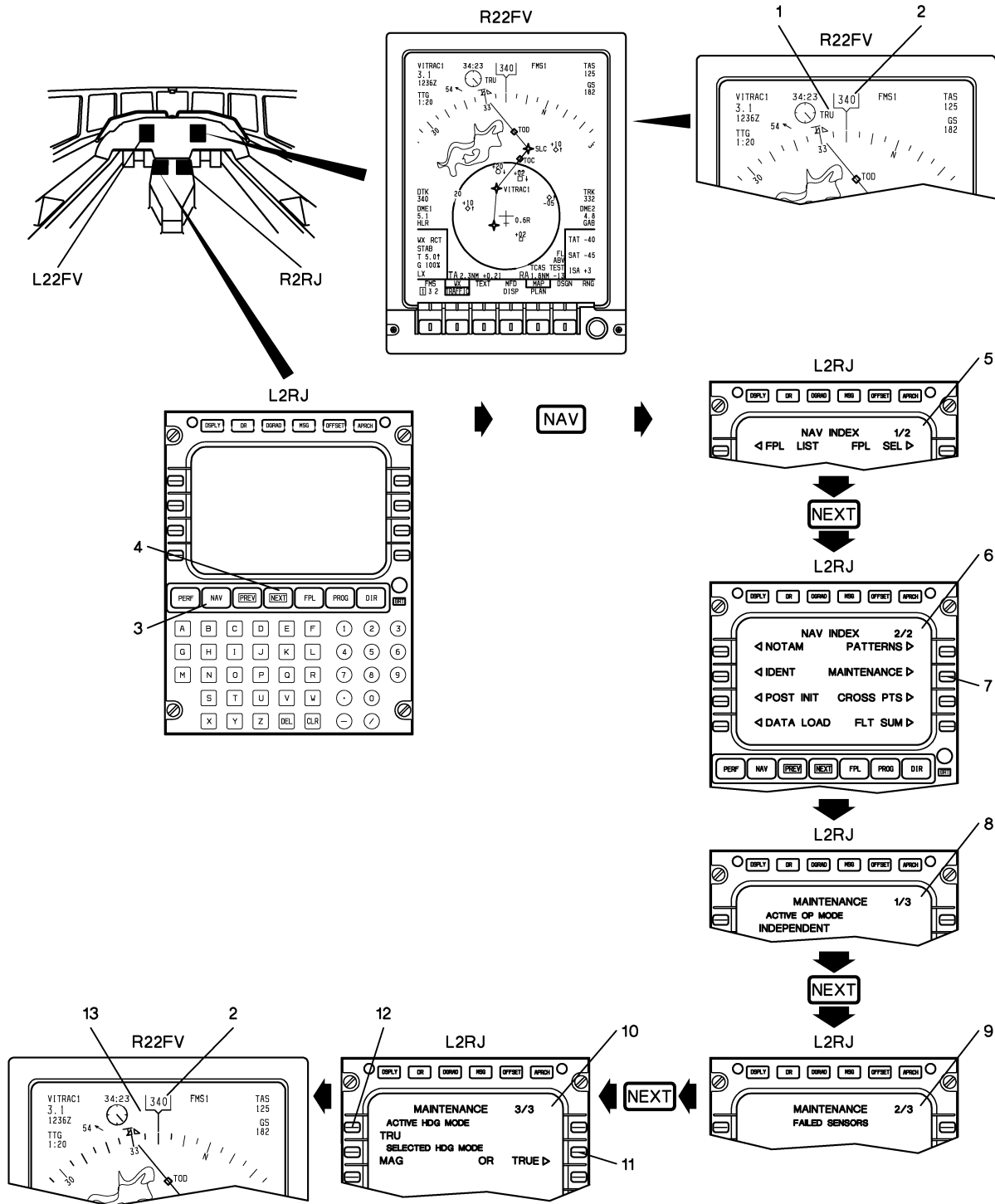


Figure 3: SELECT MAGNETIC HEADING

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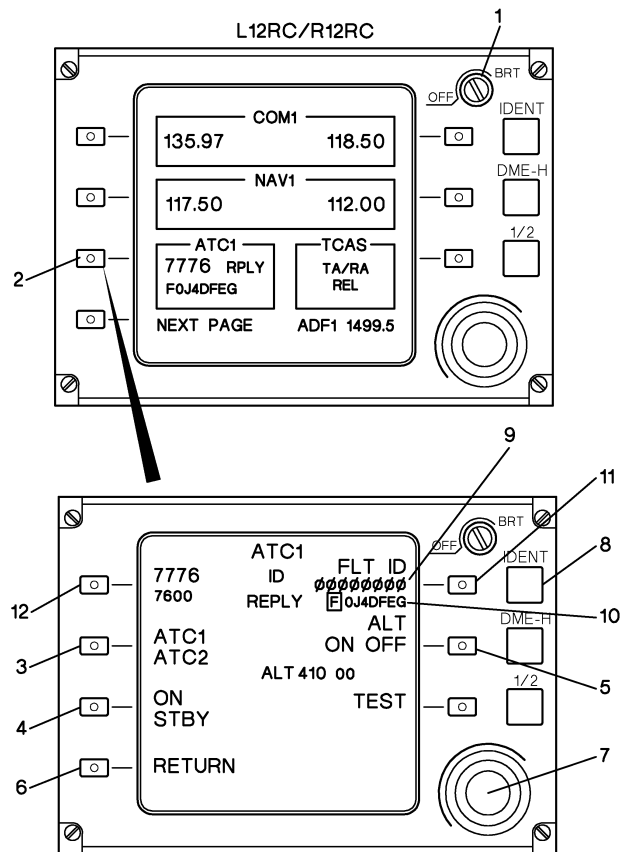


Figure 4: ATC WINDOW ON RTU

Project No: **BDHRN002**Job Card No **0150**

Notif.No.: 10049236

Activity: **1041**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: FNC ATC 1 System Using Test Set ATC601

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

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

210A,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069313 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-54-00-720-802-02

Operator Code: 34-54-00-720-802-02

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.: **34.300**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	24-JAN-2013						
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>34-54-00-720-802- FUNCTIONAL TEST NO. 2 ATC TRANSPONDER
02
RVSM

REMARKS : _____

AMM 34-54-00-720-802

Operator: **HERON AVIATION**

Work Card No.: **34.300**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

956 MPD 05-20-34 PAGE NO.:PAGE 2/2 REF: 34-50 DEPENDENT POSITION DETERMINING DATE: MAR 09/2012 2

34-54-00-720-802-02 FUNCTIONAL TEST NO. 2 ATC TRANSPONDER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-54-00-720-802

FUNCTIONAL TEST OF THE AIR TRAFFIC CONTROL (ATC) SYSTEM

WARNING: THE ATC TRANSPONDER SYSTEM EMITS RADIO FREQUENCY (RF) SIGNALS. DO NOT OPERATE OR TEST THE ATC TRANSPONDER SYSTEM WITH PERSONNEL STANDING AT LESS THAN 2 M (7 FT APPROX.) FROM THE ANTENNA. THIS WILL PREVENT THE RISK OF INJURY CAUSED BY RF EMISSIONS.

CAUTION: THE LOCAL STATION MUST BE INFORMED BEFORE PERFORMING THESE TESTS.

CAUTION: THESE TESTS MUST BE PERFORMED, AS FAR AS POSSIBLE, INSIDE A METALLIC HANGAR WITH DOORS CLOSED TO AVOID DISTURBING LOCAL TRAFFIC.

CAUTION: LIMIT THE ATC TRANSMISSION TIME TO THE MINIMUM.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-54-00-720-802-01 ATC 1 system periodic tests
- 34-54-00-720-802-02 ATC 2 system periodic tests
- 34-54-00-720-802-03 ATC 1 system complementary tests
- 34-54-00-720-802-04 ATC 2 system complementary tests

NOTE 1: The procedure is broken down as follows:

- Periodic Tests:
 - ATC 1 system: operation code 34-54-00-720-802-01,
 - ATC 2 system: operation code 34-54-00-720-802-02.
- Complementary Tests:
 - ATC 1 system: operation code 34-54-00-720-802-03,
 - ATC 2 system: operation code 34-54-00-720-802-04.

NOTE 2: The software of ramp test set (**ATC-601**) must be updated to version 2.22 (or higher) for the test of the "FLIGHT ID" (A/C with SB F900EX-205) and to version 3.04 (or higher) for the test of "Enhanced Surveillance" (A/C with SB F900EX-239).

The version of the software can be checked on the "START UP" screen when Ramp Test Set (**ATC-601**) is energized.

NOTE 3: For the test, do not use the codes that follow:

- code 0001 (military intercept code),
- code 7500 (hijack code),
- code 7600 (defective VHF COM receiver code),
- code 7700 (emergency code).

2. LOGISTICS

A. References

Reference

Designation

Effectivity: USING ATC-601 TEST SET
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- [24-00-00-860-801](#) ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
- [32-60-00-910-801](#) USE OF THE GROUND / FLIGHT BOX
- [32-60-00-910-802](#) USE OF THE TARGETS FOR FLIGHT SIMULATION
- [34-10-00-860-801](#) PREPARATION AND USE OF THE AIR DATA BENCH
- [34-21-00-820-801](#) IRS ALIGNMENT

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• ATC-601	ATC TEST SET	

C. Energy

- ELECTRICAL
- HYDRAULIC

D. Access

Reference	Designation
• PAX	PASSENGER DOOR
• 210A	NOSE CONE

E. Miscellaneous

- ACCESS PLATFORM (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

Refer to [fig. 1](#)

- A. Connect the Electrical Ground Power Unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- B. Connect the digital air data bench (Refer to [TASK 34-10-00-860-801](#), paragraph "Connection").
- C. Install the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Use").

NOTE: The GROUND/FLIGHT box may be used instead of the in-flight simulating tools.
 In this case, connect the GROUND/FLIGHT box (Refer to [TASK 32-60-00-910-801](#), paragraph "Installation").
- D. For A/C with SB F900EX-239 "Enhanced Surveillance", open nose cone ([210A](#)).
- E. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- F. Select a reference pressure of 29.92 in.Hg on pilot Primary Flight Display (PFD) ([L12FV](#)) and copilot PFD ([R12FV](#)) by pressing the "STD" key on the lower strip of each PFD.

4. INITIALIZATION OF RAMP TEST SET ([ATC-601](#))

- A. Switch on ramp test set ([ATC-601](#)) by pressing the "POWER" key.

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NOTE: On the "START UP" screen, check that the version of the software is compatible with the tests to be performed:

- Version 2.22 (or higher) for the test of the "FLIGHT ID" (A/C with SB F900EX-205).
- Version 3.04 (or higher) for the test of "Enhanced Surveillance" (A/C with SB F900EX-239).

B. Press the "SELF TEST" key to display the "SELF TEST" screen.

C. Press the "RUN/STOP" key to start the self-test.

NOTE: The "TEST RUNNING" message appears in the bottom line of display to indicates that the test is running. At the end of the test, the message disappears.

D. Check that the "SELF TEST - PASSED" message is displayed at the end of the test.

NOTE: If the test fails, the "SELF TEST - FAILURE" message is displayed; if so, refer to ramp test set (**ATC-601**) operating manual for error code definitions.

5. PERIODIC TESTS

Refer to **fig. 1**, **fig. 2** and **fig. 4**

NOTE: For these tests, ramp test set (**ATC-601**) can be installed on board the aircraft.

A. Test procedure for ATC 1 bottom antenna (**L5SH**)

- (1) Install the cover on ATC 1 top antenna (**L9SH**).
- (2) Using a coaxial cable, connect the test set antenna to the "ANTENNA" connector of ramp test set (**ATC-601**).
- (3) Orientate the test set antenna towards ATC 1 bottom antenna (**L5SH**)

NOTE: The test set antenna can be placed on the ground, under ATC 1 bottom antenna (**L5SH**).
Prevent any metal object from interfering between ATC 1 bottom antenna (**L5SH**) and the test set antenna.

(4) On copilot Radio Tuning Unit (RTU 2) (**R12RC**), set "BRT OFF" knob (1) away from "OFF".

(5) On pilot Radio Tuning Unit (RTU 1) (**L12RC**):

- (a) Set "BRT OFF" knob (1) away from "OFF".
- (b) Press line key (2) as many times as necessary to display the "ATC" main page.
- (c) Press line key (3) to select ATC 1 transponder.

NOTE 1: The active transponder is displayed in cyan block letters on the "ATC" main page.

NOTE 2: The "ATC 1" main page is not displayed permanently.

In the absence of any activity for more than 20 seconds (selection with a line key or action on the three concentric knobs), the RTU main page is displayed again. In this case, press line key (2) as many times as necessary to display the "ATC 1" main page.

- (d) Press line key (4) to select "STBY".
- (e) Press line key (5) to select "ALT ON".

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- (f) Press line key (12) and turn two of the three concentric knobs (7) to set the code 7776.
NOTE: Another code may be provided by the local station. If so, use this code instead of code 7776.
- (6) On ramp test set (**ATC-601**):
- (a) Press the "SETUP" key to display the "SETUP#1 MENU" page, and configure the following parameters:
- NOTE 1: In order not to adversely affect the test, the data entered in this page has to be as precise as possible.
- NOTE 2: Enter the data, using the "SELECT" keys (up/down), to change the parameters (the cursor line indicates the parameter selected), and the "SLEW" keys (up/down) to change the values. The "SLEW" keys have different rates of change according to the parameter and the way the keys are pressed.
- 1 RANGE (in feet): enter the distance between the antenna to be tested and the test set antenna.
 - 2 HEIGHT (in feet): enter the height between the antenna to be tested and the test set antenna.
 - 3 SELECTED: select the antenna to be tested (top or bottom antenna).
 - 4 GAIN (in dB): the relevant gain value to be entered is mentioned at the back of the test antenna.
 - GAIN 1030: enter the gain of the test antenna at 1030 MHz.
 - GAIN 1090: enter the gain of the test antenna at 1090 MHz.
 - 5 LOSS (in dB): enter the gain loss due to the length of the coaxial cable between ramp test set (**ATC-601**) and the test set antenna (the value of gain loss to be entered is mentioned on the coaxial cable).
- (7) If the GROUND/FLIGHT BOX is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (8) POWER TEST
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Press the "PWR TEST" key.
 - Press the "SELECT" key to select the ATC 1 bottom antenna.
 - Press the "RUN/STOP" key to start the test.
 - Check that the "PASSED" message is displayed in the "STATUS" column.
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (9) TRANSPONDER MODE TEST (AUTO TEST)
- NOTE: The operation manual of the test set gives references to the appropriate FAA requirements.
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Press the "AUTO TEST" key.

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- Press the "RUN/STOP" key and wait for the end of the test.
- Check that the "AUTO TEST - PASSED" message is displayed.

NOTE: To get more information about the results of an autotest, press the "SELECT" key to select the desired test and press the "RUN/STOP" to restart the test.

- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (10) ALTITUDE TEST (A/C WITHOUT SB F900EX-239 "Enhanced Surveillance") (**fig. 2**)
- (a) Adjust the digital air data bench until an altitude higher than 30,000 ft is read on pilot PFD (**L12FV**) and on copilot PFD (**R12FV**) (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").
- (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
- Press line key (4) to select "ON".
 - Check that the same altitude is displayed.
- (c) On ramp test set (**ATC-601**):
- Select "MODE S UFØ" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "AC=".
- (d) On the digital air data bench, increase the altitude by 1000 ft (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench"), and check that the altitude has also increased on "ATC 1" main page of RTU 1 (**L12RC**) and on ramp test set (**ATC-601**).
- (e) With the following table, check whether the altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)
ADC 1 (L1FX)	ADC 2 (R1FX)	
Disengaged	Engaged	Altitude displayed next to "AC="
Disengaged	Disengaged	Altitude not displayed
Engaged	Disengaged	Altitude displayed next to "AC="
Engaged	Engaged	Altitude displayed next to "AC="

- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (5) to select "ALT OFF".
- (g) On ramp test set (**ATC-601**):
- Check that the altitude is not displayed.
 - Press the "RUN/STOP" key to stop the test.
- (h) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (11) ALTITUDE TEST (A/C WITH SB F900EX-239 "Enhanced Surveillance") (**fig. 2**)
- (a) Adjust the digital air data bench until an altitude higher than 30,000 ft is read on pilot PFD (**L12FV**) and on copilot PFD (**R12FV**) (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").

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- (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "ON".
 - Check that the same altitude is displayed.
- (c) On ramp test set (**ATC-601**):
 - Select "MODE S UFØ" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "AC=".
- (d) On the digital air data bench, increase the altitude by 1000 ft (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench"), and check that the altitude has also increased on "ATC 1" main page of RTU 1 (**L12RC**) and on ramp test set (**ATC-601**).
- (e) With the following table, check whether the altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
ADC 1 (L1FX)	ADC 2 (R1FX)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Altitude not displayed	Altitude displayed next to "AC="
Disengaged	Disengaged	Altitude not displayed	Altitude not displayed
Engaged	Disengaged	Altitude displayed next to "AC="	Altitude not displayed
Engaged	Engaged	Altitude displayed next to "AC="	Altitude displayed next to "AC="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (5) to select "ALT OFF".
- (g) On ramp test set (**ATC-601**):
 - Check that the altitude is not displayed.
 - Press the "RUN/STOP" key to stop the test.
- (h) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (12) ENHANCED SURVEILLANCE TEST (A/C WITH SB F900EX-239) (**fig. 2**)
 - (a) On AP control unit (**32CA**), turn the "ASEL" rotary switch to select an altitude, and check that the display in "ASEL" window varies on PFD (**L12FV**) or (**R12FV**).
 - (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (5) to select "ALT ON".
 - Press line key (4) to select "ON".
 - (c) On ramp test set (**ATC-601**):
 - Select the "SEL VERT INTENT RPT #1" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "MCP / FCU SEL ALT=".

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- (d) With the following table, check whether the selected altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
ADC 1 (L1FX)	ADC 2 (R1FX)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Selected altitude not displayed	Selected altitude displayed next to "MCP / FCU SEL ALT="
Disengaged	Disengaged	Selected altitude not displayed	Selected altitude not displayed
Engaged	Disengaged	Selected altitude displayed next to "MCP / FCU SEL ALT="	Selected altitude not displayed
Engaged	Engaged	Selected altitude displayed next to "MCP / FCU SEL ALT="	Selected altitude displayed next to "MCP / FCU SEL ALT="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

- (e) On ramp test set (**ATC-601**), press the "RUN/STOP" key to stop the test.
- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (g) On pilot and copilot Navigation Display (ND 1/ND 2) (**L22FV**)/(**R22FV**) (**fig. 3**):
- 1 Check that label "TRU" (1) is not displayed just below and on the left heading digital readout (2).
 - 2 If label "TRU" (1) is displayed, apply the following procedure to select the magnetic heading:
 - On pilot or copilot Control Display Unit (CDU 1/CDU 2) (**L2RJ**)/(**R2RJ**), press "NAV" function key (3) to access "NAV INDEX 1/2" page (5).
 - When "NAV INDEX 1/2" page (5) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "NAV INDEX 2/2" page (6).
 - On "NAV INDEX 2/2" page (6), select "MAINTENANCE" line key (7) to access "MAINTENANCE 1/3" page (8).
 - When "MAINTENANCE 1/3" page (8) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "MAINTENANCE 2/3" page (9).
 - When "MAINTENANCE 2/3" page (9) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "MAINTENANCE 3/3" page (10).
 - On "MAINTENANCE 3/3" page (10), select the magnetic heading mode by pressing "SELECTED HDG MODE" line key (11) (MAG selected). The "MAG" mode is activated by pressing "ACTIVE HDG MODE" line key (12).
 - On pilot or copilot ND (**L22FV**)/(**R22FV**), check that "TRU" label (13) is not displayed just below and on the left heading digital readout (2).
- (h) Perform an Inertial Reference System (IRS) 1 and 2 alignment (**L2FP**)/(**R2FP**) (Refer to **TASK 34-21-00-820-801**).
- (i) Disengage the following circuit breakers:
- "AHS 1 BAT" (**L11FP**),

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- "AHS 2 BAT" (**R11FP**).
- (j) In nose cone (**210A**), disconnect the electrical cable from IRS 1 and IRS 2 batteries (**L12FP**)/(**R12FP**).
- (k) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (l) On ramp test set (**ATC-601**):
 - Select the "HEADING & SPEED REPORT" test, using the the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the heading value displayed on pilot or copilot ND (**L22FV**)/(**R22FV**) is displayed next to "MAG HDG=".
- (m) With the following table, check whether the heading is displayed on ramp test set (**ATC-601**) for the various statuses of "AHS 1" (**L1FP**) and "AHS 2" (**R1FP**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
AHS 1 (L1FP)	AHS 2 (R1FP)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Heading not displayed	Heading displayed next to "MAG HDG="
Disengaged	Disengaged	Heading not displayed	Heading not displayed
Engaged (1)	Disengaged	Heading displayed next to "MAG HDG="	Heading not displayed
Engaged	Engaged (1)	Heading displayed next to "MAG HDG="	Heading displayed next to "MAG HDG="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

NOTE: When "AHS 1" (**L1FP**) or "AHS 2" (**R1FP**) circuit breakers are re-engaged, set the mode selector switch of Mode Select Unit (MSU) 1 (**L3FP**) or MSU 2 (**R3FP**) to "ATT" position and wait for the new alignment of the IRSs.

- (n) On ramp test set (**ATC-601**), press the "RUN/STOP" key to stop the test.
- (o) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (13) Slowly return the digital air data bench to ambient atmospheric pressure (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").
- (14) GROUND/FLIGHT TEST (A/C WITH SB F900EX-270 or F900EX-239)
 - (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
 - (b) On ramp test set (**ATC-601**):
 - Select the "ATCRBS REPLY TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that "ATCRBS REPLY TEST - PASSED" is displayed at the top of the screen.
 - Press the "RUN/STOP" key to stop the test.
 - (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".

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- (d) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to [TASK 32-60-00-910-801](#), paragraph "Use"). Otherwise:
 - For A/C with SB F900EX-239 "Enhanced Surveillance", set the mode selector of MSU 1 and MSU 2 ([L3FP](#))/([R3FP](#)) to "OFF".
 - On RTU 1 ([L12RC](#)), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)) to "OFF" position.
 - De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
 - Remove the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Removal").
 - Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)), set "BRT OFF" knob (1) away from "OFF".
 - (e) On the "ATC 1" main page of RTU 1 ([L12RC](#)), press line key (4) to select "ON".
 - (f) On ramp test set ([ATC-601](#)):
 - Press the "RUN/STOP" key to start again the "ATCRBS REPLY TEST" test.
 - Check that "ATCRBS REPLY TEST - NO REPLY" screen is displayed at the top of the screen.
 - Press the "RUN/STOP" key to stop the test.
 - (g) On the "ATC 1" main page of RTU 1 ([L12RC](#)), press line key (4) to select "STBY".
 - (15) Remove the cover from ATC 1 top antenna ([L9SH](#)).
- B. Test procedure for ATC 1 top antenna ([L9SH](#)):
- (1) Install the cover on ATC 1 bottom antenna ([L5SH](#)).
 - (2) Orientate the test set antenna towards ATC 1 top antenna ([L9SH](#)).
NOTE: The test set antenna can be placed with caution, on the LH wing outboard upper surface. Prevent any metal object from interfering between the ATC 1 top antenna ([L9SH](#)) and the test set antenna.
 - (3) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to [TASK 32-60-00-910-801](#), paragraph "Use"). Otherwise:
 - On RTU 1 ([L12RC](#)), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)) to "OFF".
 - De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
 - Install the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Removal").
 - Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)), set "BRT OFF" knob (1) away from "OFF".
 - (4) Repeat the test in the same way as for testing ATC 1 bottom antenna ([L9SH](#)), but only perform steps F through I.
NOTE: To evaluate the height between the top antenna and the test set antenna (ramp test set "HEIGHT" parameter), the operator can consider that the height of the top antenna with respect to the ground is 12 ft.

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- (5) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
 - (6) Remove the cover from ATC 1 bottom antenna (**L5SH**).
- C. Test procedure for ATC 2 bottom antenna (**R5SH**):
- (1) Install the cover on ATC 2 top antenna (**R9SH**).
 - (2) Orientate the test set antenna towards ATC 2 bottom antenna (**R5SH**).
NOTE: The test set antenna can be placed on the ground, under ATC 2 bottom antenna (**R5SH**). Prevent any metal object from interfering between the ATC 2 bottom antenna (**R5SH**) and the test set antenna.
 - (3) Repeat the test in the same way as for testing ATC 1 bottom antenna (**L5SH**), but only perform steps E through N as applicable:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".
 - (4) Remove the cover from ATC 2 top antenna (**R9SH**).
- D. Test procedure for ATC 2 top antenna (**R9SH**)
- (1) Install the cover on ATC 2 bottom antenna (**R5SH**).
 - (2) Orientate the test set antenna towards ATC 2 top antenna (**R9SH**).
NOTE: The test set antenna can be placed with caution on the RH wing outboard upper surface. Prevent any metal object from interfering between the ATC 2 top antenna (**R9SH**) and the test set antenna.
 - (3) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use"). Otherwise:
 - On RTU 2 (**R12RC**), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 (**L12RC**)/(**R12RC**) to "OFF".
 - De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
 - Install the in-flight simulating tools (Refer to **TASK 32-60-00-910-802**, paragraph "Removal").
 - Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 (**L12RC**)/(**R12RC**), set "BRT OFF" knob (1) away from "OFF".
 - (4) Repeat the test in the same way as for testing ATC 1 bottom antenna (**L5SH**), but only perform steps F through I:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".**NOTE:** To evaluate the height between the top antenna and the test set antenna (ramp test set "HEIGHT" parameter), the operator can consider that the height of the top antenna with respect to the ground is 12 ft.
 - (5) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
 - (6) Remove the cover from ATC 2 bottom antenna (**R5SH**).

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6. COMPLEMENTARY TESTS

Refer to **fig. 1**, **fig. 2** and **fig. 4**

NOTE: The following tests are described in this paragraph:

- IDENT - CODE test,
- FLIGHT ID test (A/C with SB F900EX-205), and
- SQUITTER test (A/C with SB F900EX-282).

These tests are not included in the scheduled maintenance, but they are used for checking various parameters according to the aircraft configuration.

A. Test procedure for ATC 1 transponder (**L3SH**):

- (1) Install the cover on ATC 1 top antenna (**L9SH**).
- (2) Orientate the test set antenna towards ATC 1 bottom antenna (**L5SH**).

NOTE: The test set antenna can be placed on the ground, under ATC 1 bottom antenna (**L5SH**). Prevent any metal object from interfering between the ATC 1 bottom antenna (**L5SH**) and the test set antenna.

- (3) On copilot Radio Tuning Unit (RTU 2) (**R12RC**), set "BRT OFF" knob (1) away from "OFF".
- (4) On pilot Radio Tuning Unit (RTU) 1 (**L12RC**):
 - (a) Set "BRT OFF" knob (1) away from "OFF".
 - (b) Press line key (2) as many times as necessary to display the "ATC" main page.
 - (c) Press line key (3) to select ATC 1 transponder.

NOTE 1: The active transponder is displayed in cyan block letters on the "ATC" main page.

NOTE 2: The "ATC 1" main page is not displayed permanently.

In the absence of any activity for more than 20 seconds (selection with a line key or action on the three concentric knobs), the RTU main page is displayed again. In this case, press line key (2) as many times as necessary to display the "ATC 1" main page.

- (d) Press line key (4) to select "STBY".
 - (e) Press line key (5) to select "ALT ON".
 - (f) Press line key (12) and turn two of the three concentric knobs (7) to set the code 7776.

NOTE: Another code may be provided by the local station. If so, use this code instead of code 7776.
- (5) On ramp test set (**ATC-601**):
 - (a) Press the "SETUP" key to display the "SETUP#1 MENU" page, and configure the following parameters:

NOTE 1: In order not to adversely affect the test, the data entered in this page has to be as precise as possible.

NOTE 2: Enter the data, using the "SELECT" keys (up/down), to change the parameters (the cursor line indicates the parameter selected), and the "SLEW" keys (up/down) to change the values. The "SLEW" keys have different rates of change according to the parameter and to the way the keys are pressed.

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- 1 RANGE (in feet): enter the distance between the antenna to be tested and the test set antenna.
 - 2 HEIGHT (in feet): enter the height between the antenna to be tested and the test set antenna.
 - 3 SELECTED: select the antenna to be tested (top or bottom antenna).
 - 4 GAIN (in dB): the relevant gain value to be entered is mentioned at the back of the test antenna.
 - GAIN 1030: enter the gain of the test antenna at 1030 MHz.
 - GAIN 1090: enter the gain of the test antenna at 1090 MHz.
 - 5 LOSS (in dB): enter the gain loss due to the length of the coaxial cable between ramp test set (**ATC-601**) and the test set antenna (the value of gain loss to be entered is mentioned on the coaxial cable).
- (6) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (7) IDENT - CODE TEST
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
 - (b) On ramp test set (**ATC-601**):
 - Press the "AUTO TEST" key on ramp test set (**ATC-601**).
 - Select the "ATCRBS REPLY TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the code 7776 (or the code given by the local station) is displayed next to "CODE=".
 - (c) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press "IDENT" button (8).
 - Check that the cyan "ID" mnemonic is displayed below "ATC 1" for 20 ± 5 seconds.
 - (d) On ramp test set (**ATC-601**), check that the "ID" is displayed next to "CODE=".
 - (e) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "STBY".
 - Press line key (5) to select "ALT OFF".
 - Check that "STBY" is displayed.
 - (f) On ramp test set (**ATC-601**), check that no code is displayed next to "CODE=".
 - (g) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "ON".
 - Check that "STBY" is not displayed on the "ATC 1" main page.
 - (h) On ramp test set (**ATC-601**):
 - Check that code 7776 (or the code given by the local station) is displayed next to "CODE=".
 - Press the "RUN/STOP" key to stop the test.
 - (i) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (8) FLIGHT ID TEST (A/C with SB F900EX-205)

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- (a) On the "ATC 1" main page of RTU 1 (**L12RC**):
- 1 Press line key (4) to select "ON".
 - 2 Press line key (11) to select a preset Flight ID (10).
NOTE: Pressing line key (11) causes a window to frame the leftmost preset Flight ID (10).
 - 3 Enter the Flight ID characters, using two of three concentric knobs (7):
NOTE: The Flight ID characters must contain the first eight characters of the approved repair station performing the tests.
 - the inner knob changes the character inside the window,
 - the outer knob moves one character at a time from the leftmost character to the rightmost character.
 - 4 Press line key (11) to switch active Flight ID (9) and preset Flight ID (10).
 - 5 Press "IDENT" button (8).
 - 6 Check that the cyan "ID" mnemonic is displayed below "ATC 1" for 20 ± 5 seconds.
- (b) On ramp test set (**ATC-601**):
- Select the "FLIGHT ID TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that FLIGHT ID is displayed next to "FLIGHT ID=".
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (9) SQUITTER test (A/C with SB F900EX-282)
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Select the "SQUITTER TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that "DF17 DETECTED = NO" is displayed.
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (10) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (11) Remove the cover from ATC 1 top antenna (**L9SH**).
- B. Test procedure for ATC 2 transponder (**R3SH**):
- (1) Install the cover on ATC 2 top antenna (**R9SH**).
 - (2) Orientate the test set antenna towards ATC 2 bottom antenna (**R5SH**).
- NOTE: The test set antenna can be placed on the ground, under ATC 2 bottom antenna (**R5SH**). Prevent any metal object from interfering between the ATC 2 bottom antenna (**R5SH**) and the test set antenna.

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- (3) Repeat the test in the same way as for testing ATC 1 transponder (**L3SH**), but only perform steps D through J:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".
- (4) Remove the cover from ATC 2 top antenna (**R9SH**) at the end of the test.

7. FINAL STEPS

- A. On ramp test set (**ATC-601**):
 - Press the "POWER" key to switch (**ATC-601**) off.
 - Disconnect the coaxial cable from the "ANTENNA" connector.
- B. Set "BRT OFF" knob (1) of RTU 1 and RTU 2 (**L12RC**)/(**R12RC**) to "OFF".
- C. For A/C with SB F900EX-239 "Enhanced Surveillance":
 - (1) In nose cone (**210A**), connect the electrical cable from IRS 1 and IRS 2 batteries (**L12FP**)/(**R12FP**).
 - (2) Engage the following circuit breakers:
 - "AHS 1 BAT" (**L11FP**),
 - "AHS 2 BAT" (**R11FP**).
 - (3) Perform a test of IRS 1 and IRS 2 batteries (**fig. 1**).
 - (a) IRS 1 battery (**L12FP**):
 - 1 On the overhead panel, press and hold "AHS 1" pushbutton (**L13FP**),
 - 2 On LH voltmeter (**L1PJ**), check that the battery voltage is ≥ 24 VDC,
 - 3 Release "AHS 1" pushbutton (**L13FP**).
 - (b) IRS 2 battery (**R12FP**):
 - 1 On the overhead panel, press and hold "AHS 2" pushbutton (**R13FP**),
 - 2 On RH voltmeter (**R1PJ**), check that the battery voltage is ≥ 24 VDC,
 - 3 Release "AHS 2" pushbutton (**R13FP**).
- D. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- E. Disconnect the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Disconnection").
- F. Remove the in-flight simulating tools (Refer to **TASK 32-60-00-910-802**, paragraph "Removal").
- G. If the GROUND/FLIGHT box was used, disconnect it (Refer to **TASK 32-60-00-910-801**, paragraph "Removal").
- H. Disconnect the Electrical Ground Power Unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX

AIRCRAFT MAINTENANCE MANUAL

CAUTION: WHEN CLOSING THE NOSE CONE, IT MUST BE SLOWED DOWN BEFORE IT REACHES THE BOTTOM STOP.

- I. For A/C with SB F900EX-239 "Enhanced Surveillance", close nose cone (**210A**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

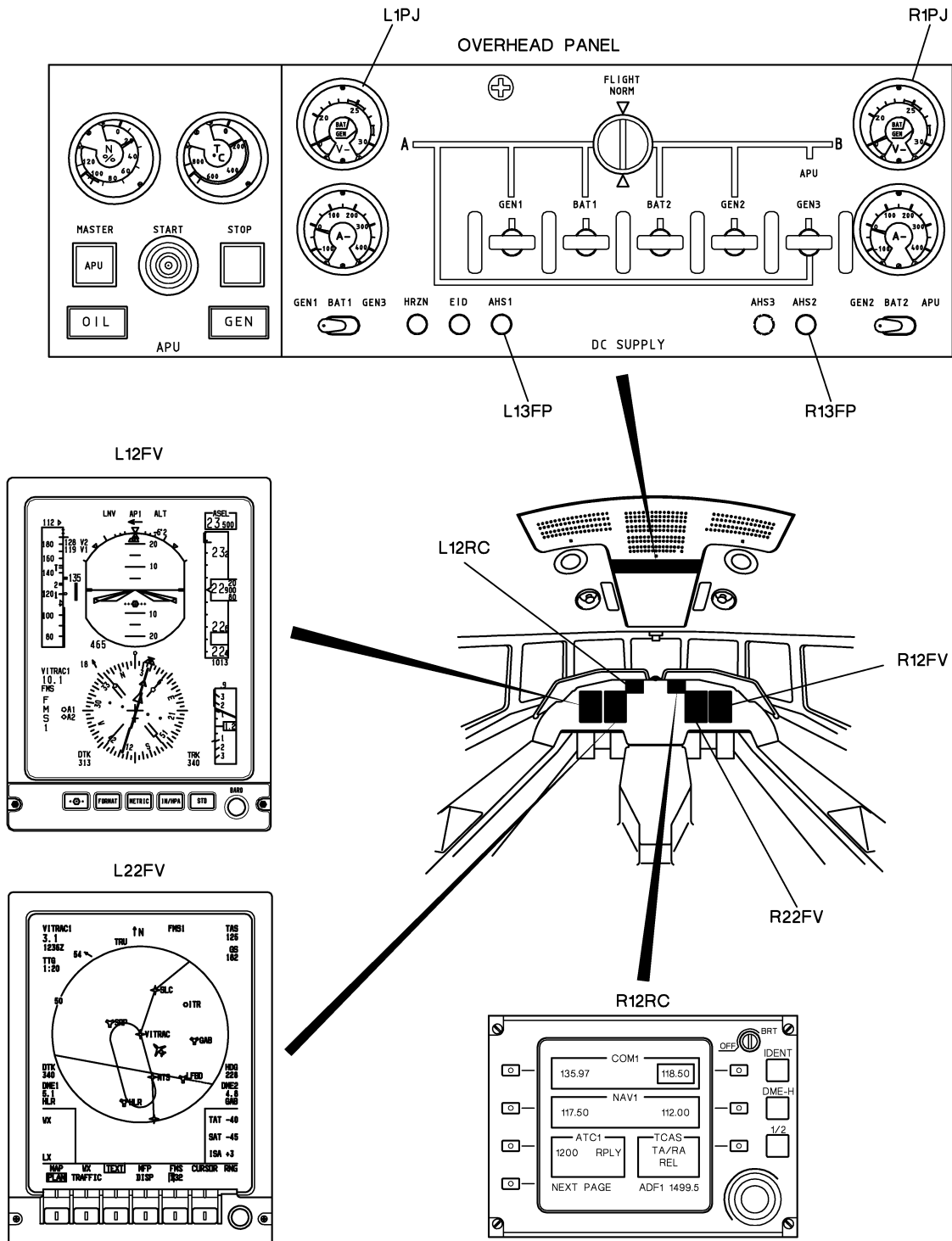


Figure 1: LOCATION OF COCKPIT CONTROLS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

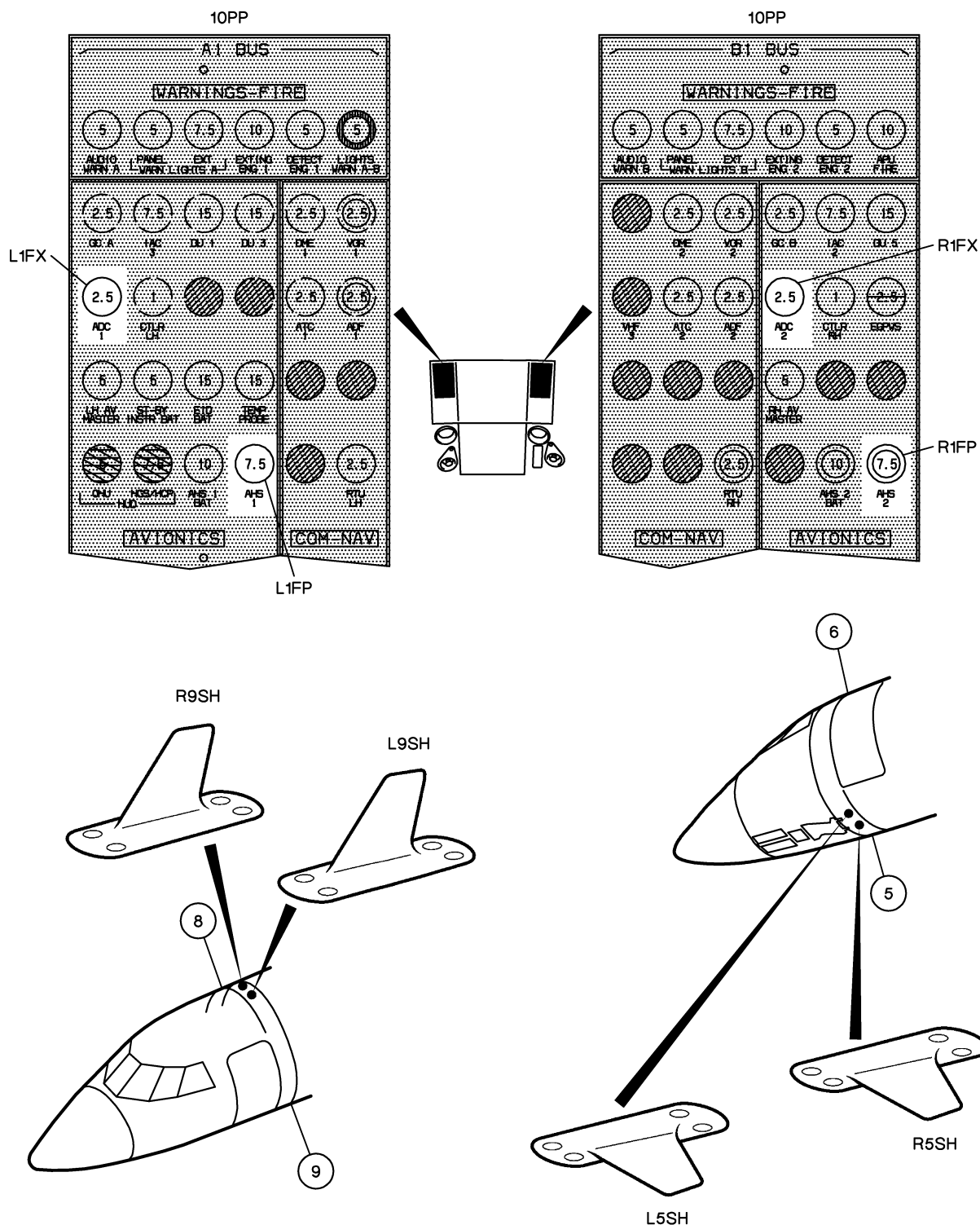


Figure 2: LOCATION OF CIRCUIT BEAKERS AND ATC ANTENNAS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

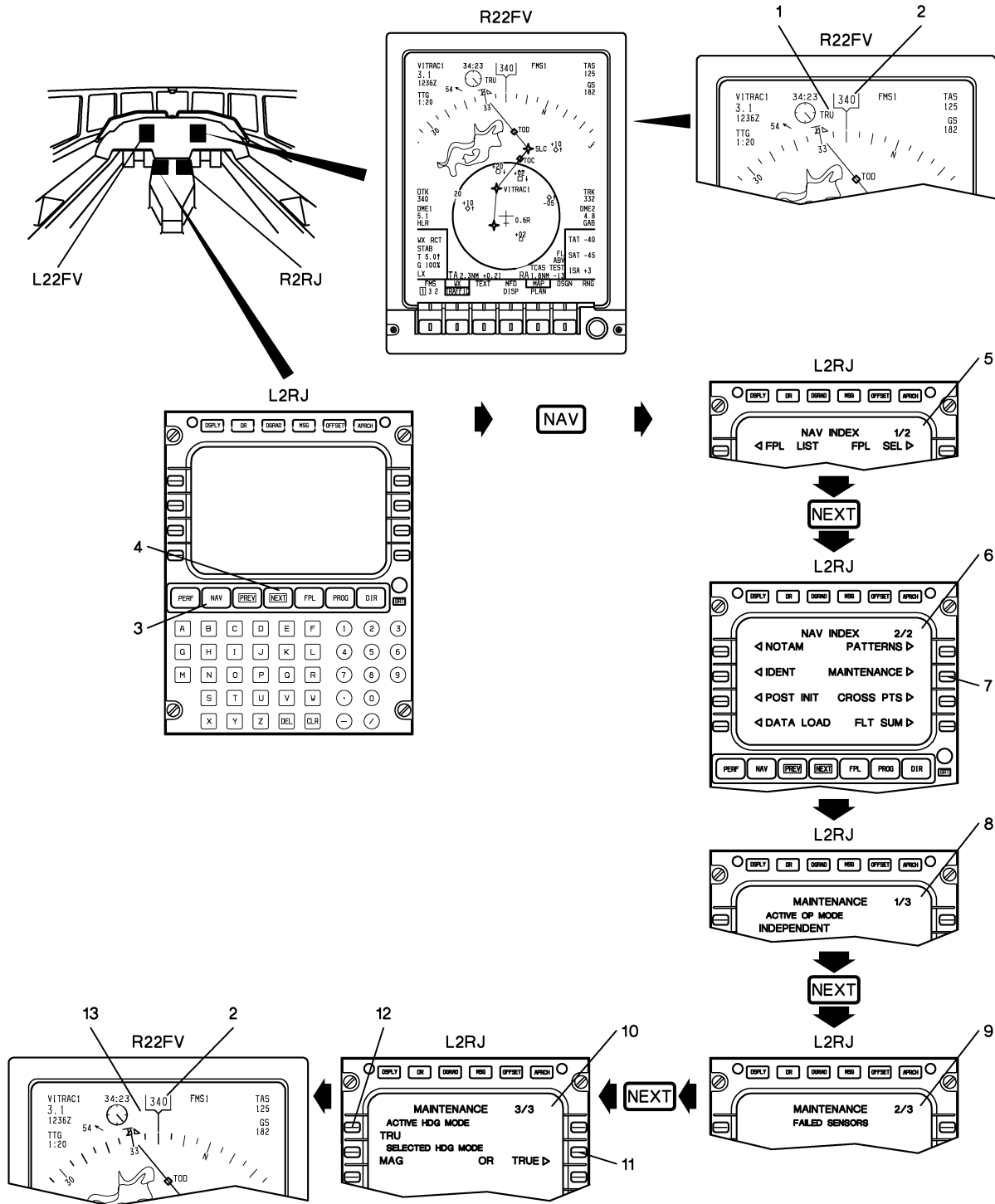


Figure 3: SELECT MAGNETIC HEADING

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

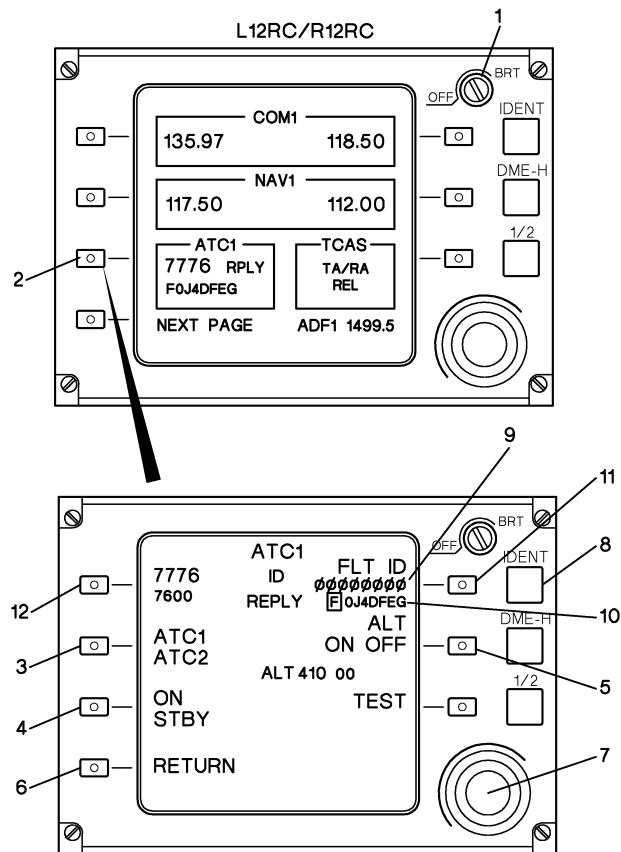


Figure 4: ATC WINDOW ON RTU

Project No: **BDHRN002**Job Card No **0151**

Notif.No.: 10049030

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: OPC Telephone Sys Cockpit Ringer Inhibit

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 23

Check Type: 2A CHECK

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001

Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.

Accomplished

Inspected

Pers. No.

Date

Pers. No.

Date

Stamp

Stamp

Order: 80069341

Operation: 0010

Phase: Functions - scheduling activity

Work Center: MTX AVIO DEPT

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: 23-90-01-710-802-01S

Operator Code: 23-90-01-710-802-01S

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.: **23-90-01-710-802-01S**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>**23-90-01-710-802-01S** **OPERATIONAL TEST OF THE TELEPHONE SYSTEM COCKPIT RINGER INHIBIT**

REMARKS : _____

SMM 23-90-01-710-802

Operational Test of the Cockpit Ringer Inhibit - Telephone System**1. General**

- A. This document contains instructions for the operational test of the Cockpit Ringer Inhibit - Telephone System.

2. References

- A. These references are necessary to do this task:
- AMM 24-00-00-860-801 Energizing the Aircraft

3. Operational Test

- A. Energize the aircraft. Refer to AMM 24-00-00-860-801.
- B. Make a call to a ground station by entering 00 + country code + the telephone number on the keyboard and press SND.

NOTE: Call access codes vary by Service Provider; check the service provider's documentation to obtain the correct call codes.

- C. Make sure that the system is providing a clear communication link, then press END to terminate the call.
- D. Make a call to the aircraft from a ground station with the flap handle set to any position except "0", make sure that the cockpit ringer does not ring.
- E. Make a call to the aircraft from a ground station with the flap handle set to "0", make sure that the cockpit ringer does ring.
- F. De-energize the aircraft. Refer to AMM 24-00-00-860-801.



**SUPPLEMENTAL
MAINTENANCE MANUAL**

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23-90-01

PAGE 2
MAR 09/12

EFFECTIVITY:SMM F900EX Rev B

Project No: **BDHRN002**Job Card No **0152**

Notif.No.: 10049201

Activity: **1006**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **OPC Irs 1 Battery (I12fp)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 24

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

210A

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069296 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 24-32-09-710-802-02

Operator Code: 24-32-09-710-802-02

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.: **24.220**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	27-JAN-2013						

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

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

243852	<input type="checkbox"/> NO. 1 IRS STANDBY BATTERY	GENERIC NO REF
--------	----------------------------------------------------	----------------

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT		
If removed P/N & S/N information is incorrect please provide details below.							
REMOVED P/N	100-0540-02		S/N	1701		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS		HRS		HRS
	LDGS		LDGS		LDGS		LDGS
						TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

24-32-09-610-801-02 SERVICE NO. 1 IRS STANDBY BATTERY (SAFT NICKEL-CADMIUM BATTERY ONLY)

☐

REMARKS : _____

AMM 24-32-09-610-801

>24-32-09-710-802-02 OPERATIONAL TEST NO. 1 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

☐

REMARKS : _____

AMM 24-32-09-710-802 .

24-32-09-960-802-02 DISCARD NO. 1 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

☐

REMARKS : _____

AMM 24-32-09-960-802,GEN LEVEL TEST SWITCH AT LEAST EVERY 90 DAYS.
ERIC NO REF

Operator: **HERON AVIATION**Work Card No.: **24.220**Serial No.: **096**Model: **FALCON 900EX**Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES**210A LH UPPER DOORS DOOR**

24-32-09-710-802-02 OPERATIONAL TEST NO. 1 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

AREA SUMMARIES**F2 NOSE CONE**

243852 NO. 1 IRS STANDBY BATTERY

24-32-09-710-802-02 OPERATIONAL TEST NO. 1 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

24-32-09-960-802-02 DISCARD NO. 1 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

SOURCE SUMMARIES**956 MPD 05-20-24 PAGE NO.:PAGE 5/6 REF: 24-30 DC GENERATION DATE: MAR 09/2012 2**

24-32-09-610-801-02 SERVICE NO. 1 IRS STANDBY BATTERY (SAFT NICKEL-CADMIUM BATTERY ONLY)

24-32-09-710-802-02 OPERATIONAL TEST NO. 1 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

956 MPD 05-20-24 PAGE NO.:PAGE 6/6 REF: 24-30 DC GENERATION DATE: MAR 09/2012 2

24-32-09-960-802-02 DISCARD NO. 1 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-610-801

SERVICING OF "SAFT" NICKEL-CADMIUM STAND-BY BATTERIES

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM LACK OF ATTENTION AND CARE WHEN HANDLING AND MAINTAINING NICKEL-CADMIUM BATTERIES.
 REMOVE RINGS, BRACELETS AND METAL WRIST WATCHES: ACCIDENTAL CONTACT OF SUCH METAL OBJECTS WITH OPPOSED POLARITY TERMINALS CAN MELT METAL AND SEVERELY BURN THE SKIN.
 THE TOOLS USED FOR BATTERY MAINTENANCE MUST BE COATED WITH INSULATING TAPE.
 A METAL TOOL FALLING ON THE BATTERY CAN CAUSE A SHORT-CIRCUIT.

CAUTION: HANDLE BATTERY CAREFULLY. THE BATTERIES CONTAIN NICKEL-CADMIUM WHICH IS DANGEROUS TO HEALTH.

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-610-801-01 stand-by horizon battery (**4FG**)
- 24-32-09-610-801-02 IRS 1 battery (**L12FP**)
- 24-32-09-610-801-03 IRS 2 battery (**R12FP**)
- 24-32-09-610-801-04 EID battery (**82FV**)
- 24-32-09-610-801-05 IRS 3 battery (**32FP**)

Perform this procedure to check the SAFT (Ni-Cd) 20VR4D and 20VRED series battery.

NOTE 1: For SAFT 20VR4D series battery with 20VRED series pack, P/N:

- 135687 Amdt H,
- 783543 Amdt D,
- 785229 Amdt E,

follow the discharging/charging instructions applicable to 20VRED batteries.

NOTE 2: If the results obtained during the following tests are not satisfactory, repeat the tests. If the results are still unsatisfactory, replace the battery pack (Refer to **TASK 24-32-09-960-801**).

NOTE 3: Perform the tests at an ambient temperature of 23 ± 5 °C (73 ± 9 °F).

2. LOGISTICS

A. References

Reference

- **24-32-09-900-801**
- **24-32-09-960-801**

Designation

REMOVAL / INSTALLATION OF THE STAND-BY BATTERIES
 REPLACEMENT OF "SAFT" NICKEL-CADMIUM STAND-BY
 BATTERY PACKS

B. Tools and Ground Support Equipment

Reference

- **F7XC202000008**

Designation

TOOL BOX

Quantity

1

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **TO-24-623** DC VOLTMETER (ACCURACY BETTER THAN 1%)
- **TO-24-622** DISCHARGE BENCH (Constant current 0-2 A)
- **TO-24-621** DC POWER SUPPLY (0-40 V DC, 0-2 A)

C. Energy

- ELECTRICAL

D. Miscellaneous

- SAFETY GLOVES
- PROTECTIVE GOGGLES
- PROTECTIVE APRON

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Remove the applicable battery (Refer to **TASK 24-32-09-900-801**, paragraph "Removal").
- B. If the battery is equipped with circuit breakers, check that these are engaged.
- C. First discharging
 - (1) Connect a voltmeter and a discharge bench to the power terminals (see table in paragraph "Check of Capacity").
 - (2) Discharge the battery:
 - For 20VR4D series battery at 4 A down to 20 V.
 - For 20VRED series battery at 4.5 A down to 20 V.

NOTE: The discharged battery voltage is measured at the power terminals
 - (3) Disconnect the discharge bench from the power terminals.

4. CHECK OF CAPACITY

- A. See tables below

Table 1: SAFT 20VR4D series battery with 20VR4D series battery pack

P/N	Rated capacity (C)	Battery charge constant current (I _{ch} = 0.1C)	POWER TERMINAL			
			DISCHARGE		CHARGE	
			Positive	Negative	Positive	Negative
131835	4 Ah	0.4 A	A	B	C	B
135687						
783543						
785229			E			

Effectivity: SAFT (NI-CD) BATTERY
Rev. Date: MAR 09/2012
24-32-09-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

Table 2: SAFT 20VR4D series battery with 20VRED series battery pack

P/N	Amdt	Rated capacity (C)	Battery charge constant current (I _{ch} =0.1C)	POWER TERMINAL			
				DISCHARGE		CHARGE	
				Positive	Negative	Positive	Negative
135687	H	4.5 Ah	0.45 A	A	B	C	B
783543	D						
785229	E			E			

Table 3: SAFT 20VRED series battery

P/N	Rated capacity (C)	Battery charge constant current (I _{ch} =0.1C)	POWER TERMINAL			
			DISCHARGE		CHARGE	
			Positive	Negative	Positive	Negative
804747	4.5 Ah	0.45 A	A	B	C	B
804748						
804749			E			

B. Constant current charging

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- (1) Charge the battery for 14 to 16 hours at a constant current (see tables).
At the end of the charging, the voltage measured should be less than 31 V.
- (2) Disconnect the DC power supply and the voltmeter from the power terminals.
- (3) Wait 4 hours after the end of the charging.
- (4) Measure the voltage between the two half-batteries.
The voltage difference between the two half-batteries should be less than 1 V.

C. Check of operational capability

- (1) Connect a voltmeter and a discharge bench to the power terminals (see tables).
NOTE: The discharged battery voltage is obtained at the power terminals
- (2) Discharge the battery:
This discharging should be take at least 3 hours.
 - For 20VR4D series battery at 0.8 A down to 20 V.
 - For 20VRED series battery at 0.9 A down to 20 V.
- (3) Disconnect the discharge bench from the power terminals.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

D. Constant voltage charging

- (1) Connect a DC power supply to the power terminals (see tables).

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- (2) Charge the battery for 16 hours at 28.5VDC.

E. Constant current discharging

- (1) Connect a voltmeter and a discharge bench to the power terminals (see tables).

NOTE: The voltage is obtained at the power terminals

- (2) Discharge the battery at 5A (constant current) down to 20V.

This discharging must take 25 minutes at least.

- (3) Disconnect the discharge bench from the power terminals.

5. FINAL STEPS

Refer to **fig. 1**

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- A. Charge the battery for 14 to 16 hours at a constant current (see paragraph "Check of Capacity").
- B. Disconnect the DC power supply and the voltmeter from the power terminals.
- C. If the battery is equipped with circuit breakers, disengage them.
- D. Install the battery on the aircraft ((Refer to **TASK 24-32-09-900-801**), paragraph "Installation").
- E. If the battery is equipped with circuit breakers, engage them.
- F. Perform an operational test of the battery ((Refer to **TASK 24-32-09-900-801**), para. "Final steps").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

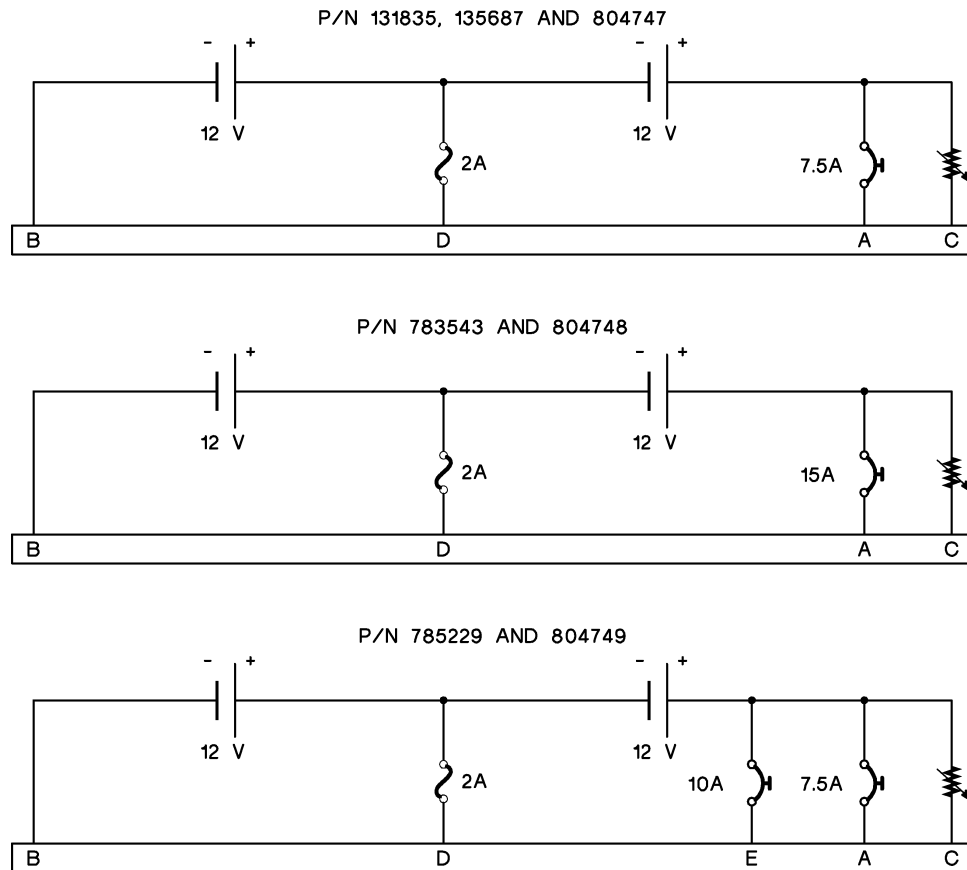


Figure 1: STAND-BY BATTERY CONNECTION

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-710-802 OPERATIONAL TEST OF "SECURAPLANE" XL245 TYPE STAND-BY BATTERIES

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-710-802-01 stand-by horizon battery (**4FG**)
- 24-32-09-710-802-02 IRS 1 battery (**L12FP**)
- 24-32-09-710-802-03 IRS 2 battery (**R12FP**)
- 24-32-09-710-802-04 EID battery (**82FV**)
- 24-32-09-710-802-05 IRS 3 battery (**32FP**)

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT

B. Energy

- ELECTRICAL

C. Access

Reference

- **210A**
- **113FZ**
- **113HZ**
- **PAX**

Designation

NOSE CONE
COCKPIT FLOOR
COCKPIT FLOOR
PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. Open nose cone (**210A**) to gain access to the relevant avionics battery:

- IRS 1 battery (**L12FP**),
- IRS 2 battery (**R12FP**),
- EID battery (**82FV**),
- IRS 3 battery (**32FP**).

B. Remove the following floor panel to gain access to stand-by horizon battery (**4FG**):

- for A/C < 21 without SB F900EX-58 : floor panel (**113FZ**),
- for A/C ≥ 21 or A/C with SB F900EX-58 : floor panel (**113HZ**).

4. OPERATIONAL TEST OF SECURAPLANE BATTERY (**4FG**), (**L12FP**), (**R12FP**), (**82FV**), (**32FP**)

Refer to **fig. 1**

Effectivity: A/C WITH M3203

Rev. Date: JUN 10/2011

24-32-09-710-802

page 1 / 6

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

CAUTION: THE BATTERY TEST MUST BE PERFORMED AT TEMPERATURE BETWEEN 20°C (68°F) AND 55°C (131°F).

NOTE: Make sure that the aircraft has not been energized for the two hours preceding the test. The longer the rest after charging, the more accurate the test. The optimum resting time before testing is between 8 and 24 hours.

- A. Press "ENERGY LEVEL TEST SWITCH" pushbutton (1).
- B. After 5 seconds:
 - (1) If green "BATTERY OK" indicator light (4) illuminates, go to paragraph "Final Steps".
 - (2) If red "BATTERY LOW" indicator light (3) illuminates:
 - (a) Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
 - (b) Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
 - (c) If green "CHARGER ON" indicator light (5) is illuminated:
 - 1 allow SECURAPLANE battery to be charged for 90 minutes,
 - 2 de-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit"),
 - 3 leave SECURAPLANE battery at rest for 2 hours with the aircraft systems not energized,
 - 4 press again "ENERGY LEVEL TEST SWITCH" pushbutton (1) and, after 5 seconds:
 - a if green "BATTERY OK" indicator light (4) illuminates, then disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit") and go to paragraph "Final Steps".
 - (d) If green "CHARGER ON" indicator light (5) is not illuminated:
 - 1 disengage and then engage circuit breaker (2),
 - 2 if green "CHARGER ON" indicator light (5) is illuminated, perform steps (2.2.B.3.a) through (2.2.B.3.d),
 - 3 if green "CHARGER ON" indicator light (5) remains extinguished:
 - a De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit"),
 - b Disconnect the electrical cable from SECURAPLANE battery,
 - c Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").

Make sure that 28 V DC is present on pin C of the aircraft connector.

Effectivity: A/C WITH M3203
Rev. Date: JUN 10/2011
24-32-09-710-802

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

CAUTION: THE OLD BATTERY PACK MUST NOT BE DISPOSED OF IN A FIRE.

- d If the 28 V DC is not present on pin C of the aircraft connector, perform a troubleshoot on aircraft.
- e If the 28 V DC is present on pin C of the aircraft connector, replace SECURAPLANE battery (Refer to [TASK 24-32-09-900-801](#)).
- NOTE:** Discard the old battery as per regulations relating to lead/acid batteries.
- f De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
- g Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").
- h Connect the electrical cable to SECURAPLANE battery.

(e) Test (**fig. 2**)

Depending on the battery(ies) removed:

- 1 IRS 1 battery ([L12FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS1" pushbutton ([L13FP](#)).
 - LH voltmeter ([L1PJ](#)) indicate the IRS 1 battery ([L12FP](#)) voltage ("BAT" green range).
- 2 IRS 2 battery ([R12FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS2" pushbutton ([R13FP](#)).
 - RH voltmeter ([R1PJ](#)) indicate the IRS 2 battery ([R12FP](#)) voltage ("BAT" green range).
- 3 EID battery ([82FV](#)):
 - Gain access to cockpit.
 - On overhead panel, press "EIED" pushbutton ([83FV](#)).
 - LH voltmeter ([L1PJ](#)) indicate the EIED battery ([82FV](#)) voltage ("BAT" green range).
- 4 IRS 3 battery ([32FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS3" pushbutton ([33FP](#)).
 - RH voltmeter ([R1PJ](#)) indicate the IRS 3 battery ([32FP](#)) voltage ("BAT" green range).
- 5 Stand-by horizon battery ([4FG](#)):
 - Gain access to cockpit.
 - On overhead panel, press "HRZN" pushbutton ([7FG](#)).
 - LH voltmeter ([L1PJ](#)) indicate the stand-by horizon battery ([4FG](#)) voltage ("BAT" green range).

5. FINAL STEPS

Refer to **fig. 1**

- A. As applicable, install the following floor panel:
 - for A/C < 21 without SB F900EX-58 : floor panel ([113FZ](#)),
 - for A/C ≥ 21 or A/C with SB F900EX-58 : floor panel ([113HZ](#)).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

CAUTION: BEFORE CLOSING THE NOSE CONE, FOLLOW THE INSTRUCTIONS OF THE INSTRUCTION PLATE ATTACHED TO THE CHASSIS OR TO FRAME 0 DEPENDING ON THE AIRCRAFT.

WHEN CLOSING THE NOSE CONE, RETARD ITS DOWNWARD MOVEMENT BEFORE IT REACHES THE BOTTOM STOP.

- B. If applicable, close nose cone (**210A**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

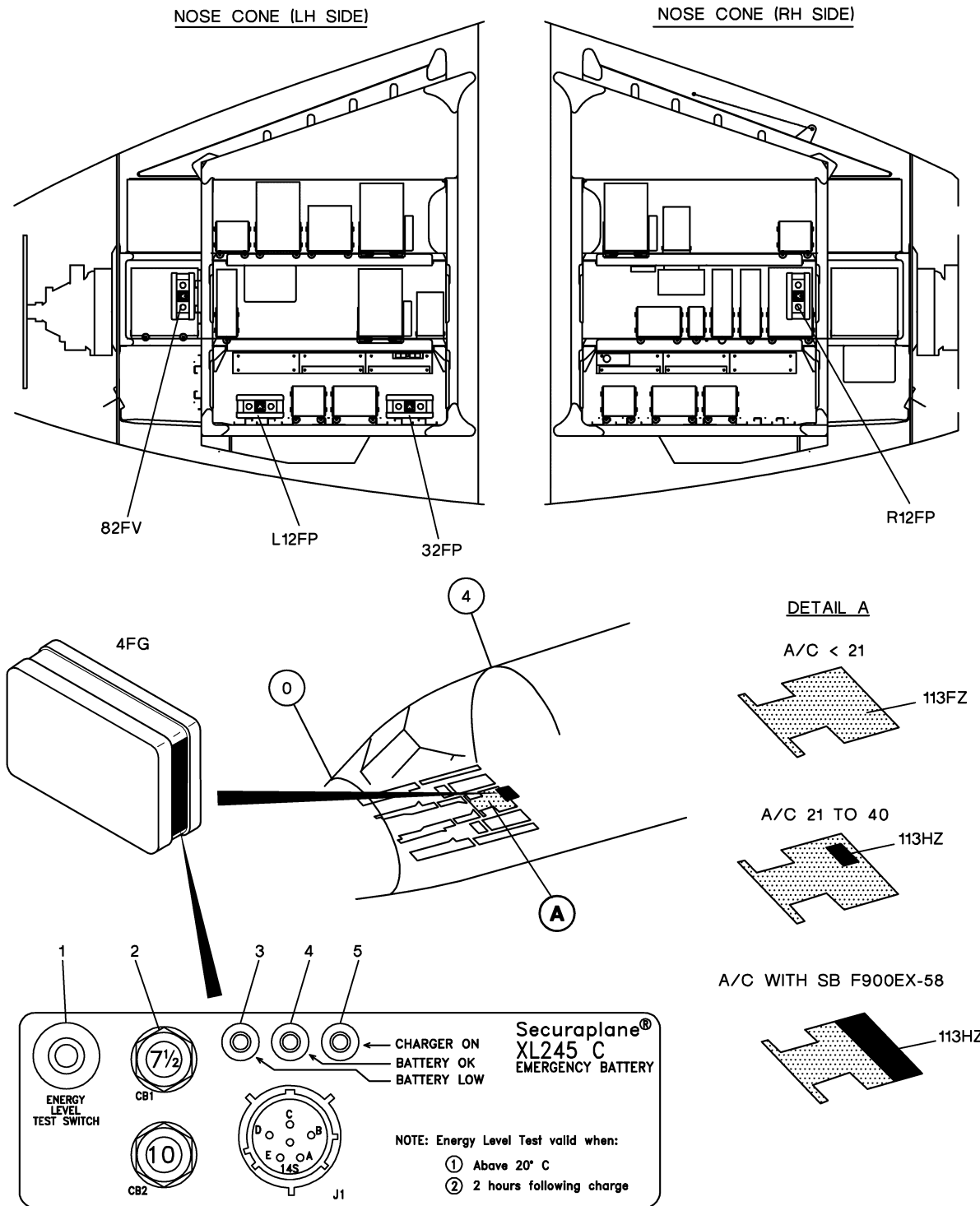


Figure 1: Location of Stand-by Horizon and Avionics Batteries

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

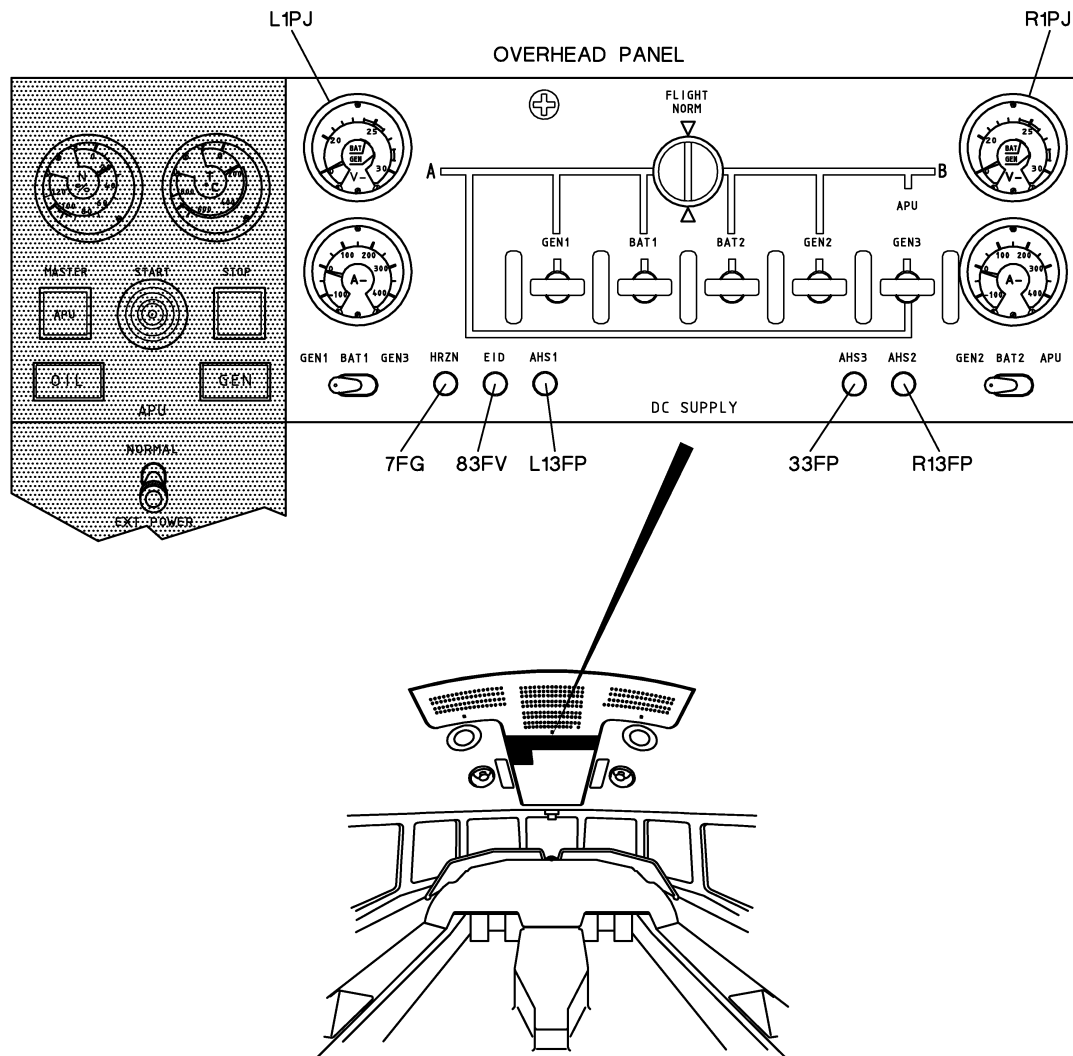


Figure 2: Location of cockpit controls

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-960-802

DISCARD OF "SECURAPLANE" XL245 STAND-BY BATTERIES

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-960-802-01 stand-by horizon battery (**4FG**)
- 24-32-09-960-802-02 IRS 1 battery (**L12FP**)
- 24-32-09-960-802-03 IRS 2 battery (**R12FP**)
- 24-32-09-960-802-04 EID battery (**82FV**)
- **24-32-09-960-802-05** IRS 3 battery (**32FP**)

This task consists of the discard of the Securaplane XL245 series (lead/acid) batteries.

For Removal/Installation of the batteries, refer to the AMM (Refer to **TASK 24-32-09-900-801**).

2. LOGISTICS

A. References

Reference

- **24-32-09-900-801**

Designation

REMOVAL / INSTALLATION OF THE STAND-BY BATTERIES

Project No: **BDHRN002**Job Card No **0083**

Notif.No.: 10049049

Activity: **1001**

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: **SERV Engine Cowlings**

ETOPS A/C: No RVSM A/C: No Warranty: - ATA: 54


Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 300,400**Access Required for this task:**

413AB,414AT,423AB,424AT,455AL,456AR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069281 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.

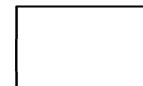
Defect Card Raised

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: 54-11-00-610-801

Operator Code: 54-11-00-610-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0084**

Notif.No.: 10049050

Activity: **1001**

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: **SERV Engine Cowlings**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 54

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Zone: 300,400**Access Required for this task:**

455AL,456AR

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069289 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: 54-11-00-610-801

Operator Code: 54-11-00-610-801-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0153**

Notif.No.: 10049202

Activity: **1007**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **OPC Irs 2 Battery (r12fp)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 24

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

210A

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069297 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 24-32-09-710-802-03

Operator Code: 24-32-09-710-802-03

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.: **24.220**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	27-JAN-2013						

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

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

243853

☐ NO. 2 IRS STANDBY BATTERY

GENERIC NO REF

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT		
<i>If removed P/N & S/N information is incorrect please provide details below.</i>							
REMOVED P/N	100-0540-02		S/N	2012		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS		INSTALLED TSO	MOS		TIME SINCE REPAIR	MOS
	HRS			HRS		WARRANTY TIME REMAINING	HRS
	LDGS			LDGS			LDGS
						TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

24-32-09-610-801-03 SERVICE NO. 2 IRS STANDBY BATTERY (SAFT NICKEL-CADMIUM BATTERY ONLY)

☐

REMARKS : _____

AMM 24-32-09-610-801

>24-32-09-710-802-03 OPERATIONAL TEST NO. 2 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)
☐

REMARKS : _____

AMM 24-32-09-710-802

24-32-09-960-802-03 DISCARD NO. 2 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

☐

REMARKS : _____

AMM 24-32-09-960-802,GEN LEVEL TEST SWITCH AT LEAST EVERY 90 DAYS.
 ERIC NO REF SECURAPLANE BATTERY NOTE: STORAGE LIMIT = 2 YEARS. WHILE BATTERY IS STORED, PERFORM A BATTERY CAPACITY CHECK USING THE ENERGY

Operator: **HERON AVIATION**

Work Card No.: **24.220**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES

210A LH UPPER DOORS DOOR

24-32-09-710-802-03 OPERATIONAL TEST NO. 2 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

AREA SUMMARIES

F2 NOSE CONE

243853 NO. 2 IRS STANDBY BATTERY

24-32-09-710-802-03 OPERATIONAL TEST NO. 2 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

24-32-09-960-802-03 DISCARD NO. 2 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

SOURCE SUMMARIES

956 MPD 05-20-24 PAGE NO.:PAGE 5/6 REF: 24-30 DC GENERATION DATE: MAR 09/2012 2

24-32-09-610-801-03 SERVICE NO. 2 IRS STANDBY BATTERY (SAFT NICKEL-CADMIUM BATTERY ONLY)

24-32-09-710-802-03 OPERATIONAL TEST NO. 2 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

956 MPD 05-20-24 PAGE NO.:PAGE 6/6 REF: 24-30 DC GENERATION DATE: MAR 09/2012 2

24-32-09-960-802-03 DISCARD NO. 2 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-610-801

SERVICING OF "SAFT" NICKEL-CADMIUM STAND-BY BATTERIES

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM LACK OF ATTENTION AND CARE WHEN HANDLING AND MAINTAINING NICKEL-CADMIUM BATTERIES.
 REMOVE RINGS, BRACELETS AND METAL WRIST WATCHES: ACCIDENTAL CONTACT OF SUCH METAL OBJECTS WITH OPPOSED POLARITY TERMINALS CAN MELT METAL AND SEVERELY BURN THE SKIN.
 THE TOOLS USED FOR BATTERY MAINTENANCE MUST BE COATED WITH INSULATING TAPE.
 A METAL TOOL FALLING ON THE BATTERY CAN CAUSE A SHORT-CIRCUIT.

CAUTION: HANDLE BATTERY CAREFULLY. THE BATTERIES CONTAIN NICKEL-CADMIUM WHICH IS DANGEROUS TO HEALTH.

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-610-801-01 stand-by horizon battery (**4FG**)
- 24-32-09-610-801-02 IRS 1 battery (**L12FP**)
- 24-32-09-610-801-03 IRS 2 battery (**R12FP**)
- 24-32-09-610-801-04 EID battery (**82FV**)
- 24-32-09-610-801-05 IRS 3 battery (**32FP**)

Perform this procedure to check the SAFT (Ni-Cd) 20VR4D and 20VRED series battery.

NOTE 1: For SAFT 20VR4D series battery with 20VRED series pack, P/N:

- 135687 Amdt H,
- 783543 Amdt D,
- 785229 Amdt E,

follow the discharging/charging instructions applicable to 20VRED batteries.

NOTE 2: If the results obtained during the following tests are not satisfactory, repeat the tests. If the results are still unsatisfactory, replace the battery pack (Refer to **TASK 24-32-09-960-801**).

NOTE 3: Perform the tests at an ambient temperature of 23 ± 5 °C (73 ± 9 °F).

2. LOGISTICS

A. References

Reference

- **24-32-09-900-801**
- **24-32-09-960-801**

Designation

REMOVAL / INSTALLATION OF THE STAND-BY BATTERIES
 REPLACEMENT OF "SAFT" NICKEL-CADMIUM STAND-BY
 BATTERY PACKS

B. Tools and Ground Support Equipment

Reference

- **F7XC202000008**

Designation

TOOL BOX

Quantity

1

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **TO-24-623** DC VOLTMETER (ACCURACY BETTER THAN 1%)
- **TO-24-622** DISCHARGE BENCH (Constant current 0-2 A)
- **TO-24-621** DC POWER SUPPLY (0-40 V DC, 0-2 A)

C. Energy

- ELECTRICAL

D. Miscellaneous

- SAFETY GLOVES
- PROTECTIVE GOGGLES
- PROTECTIVE APRON

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Remove the applicable battery (Refer to **TASK 24-32-09-900-801**, paragraph "Removal").
- B. If the battery is equipped with circuit breakers, check that these are engaged.
- C. First discharging
 - (1) Connect a voltmeter and a discharge bench to the power terminals (see table in paragraph "Check of Capacity").
 - (2) Discharge the battery:
 - For 20VR4D series battery at 4 A down to 20 V.
 - For 20VRED series battery at 4.5 A down to 20 V.

NOTE: The discharged battery voltage is measured at the power terminals
 - (3) Disconnect the discharge bench from the power terminals.

4. CHECK OF CAPACITY

- A. See tables below

Table 1: SAFT 20VR4D series battery with 20VR4D series battery pack

P/N	Rated capacity (C)	Battery charge constant current (I _{ch} = 0.1C)	POWER TERMINAL			
			DISCHARGE		CHARGE	
			Positive	Negative	Positive	Negative
131835	4 Ah	0.4 A	A	B	C	B
135687						
783543						
785229			E			

Effectivity: SAFT (NI-CD) BATTERY
Rev. Date: MAR 09/2012
24-32-09-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

Table 2: SAFT 20VR4D series battery with 20VRED series battery pack

P/N	Amdt	Rated capacity (C)	Battery charge constant current (I _{ch} =0.1C)	POWER TERMINAL			
				DISCHARGE		CHARGE	
				Positive	Negative	Positive	Negative
135687	H	4.5 Ah	0.45 A	A	B	C	B
783543	D						
785229	E			E			

Table 3: SAFT 20VRED series battery

P/N	Rated capacity (C)	Battery charge constant current (I _{ch} =0.1C)	POWER TERMINAL			
			DISCHARGE		CHARGE	
			Positive	Negative	Positive	Negative
804747	4.5 Ah	0.45 A	A	B	C	B
804748						
804749			E			

B. Constant current charging

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- (1) Charge the battery for 14 to 16 hours at a constant current (see tables).
At the end of the charging, the voltage measured should be less than 31 V.
- (2) Disconnect the DC power supply and the voltmeter from the power terminals.
- (3) Wait 4 hours after the end of the charging.
- (4) Measure the voltage between the two half-batteries.
The voltage difference between the two half-batteries should be less than 1 V.

C. Check of operational capability

- (1) Connect a voltmeter and a discharge bench to the power terminals (see tables).
NOTE: The discharged battery voltage is obtained at the power terminals
- (2) Discharge the battery:
This discharging should be take at least 3 hours.
 - For 20VR4D series battery at 0.8 A down to 20 V.
 - For 20VRED series battery at 0.9 A down to 20 V.
- (3) Disconnect the discharge bench from the power terminals.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

D. Constant voltage charging

- (1) Connect a DC power supply to the power terminals (see tables).

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- (2) Charge the battery for 16 hours at 28.5VDC.

E. Constant current discharging

- (1) Connect a voltmeter and a discharge bench to the power terminals (see tables).

NOTE: The voltage is obtained at the power terminals

- (2) Discharge the battery at 5A (constant current) down to 20V.

This discharging must take 25 minutes at least.

- (3) Disconnect the discharge bench from the power terminals.

5. FINAL STEPS

Refer to **fig. 1**

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- A. Charge the battery for 14 to 16 hours at a constant current (see paragraph "Check of Capacity").
- B. Disconnect the DC power supply and the voltmeter from the power terminals.
- C. If the battery is equipped with circuit breakers, disengage them.
- D. Install the battery on the aircraft ((Refer to **TASK 24-32-09-900-801**), paragraph "Installation").
- E. If the battery is equipped with circuit breakers, engage them.
- F. Perform an operational test of the battery ((Refer to **TASK 24-32-09-900-801**), para. "Final steps").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

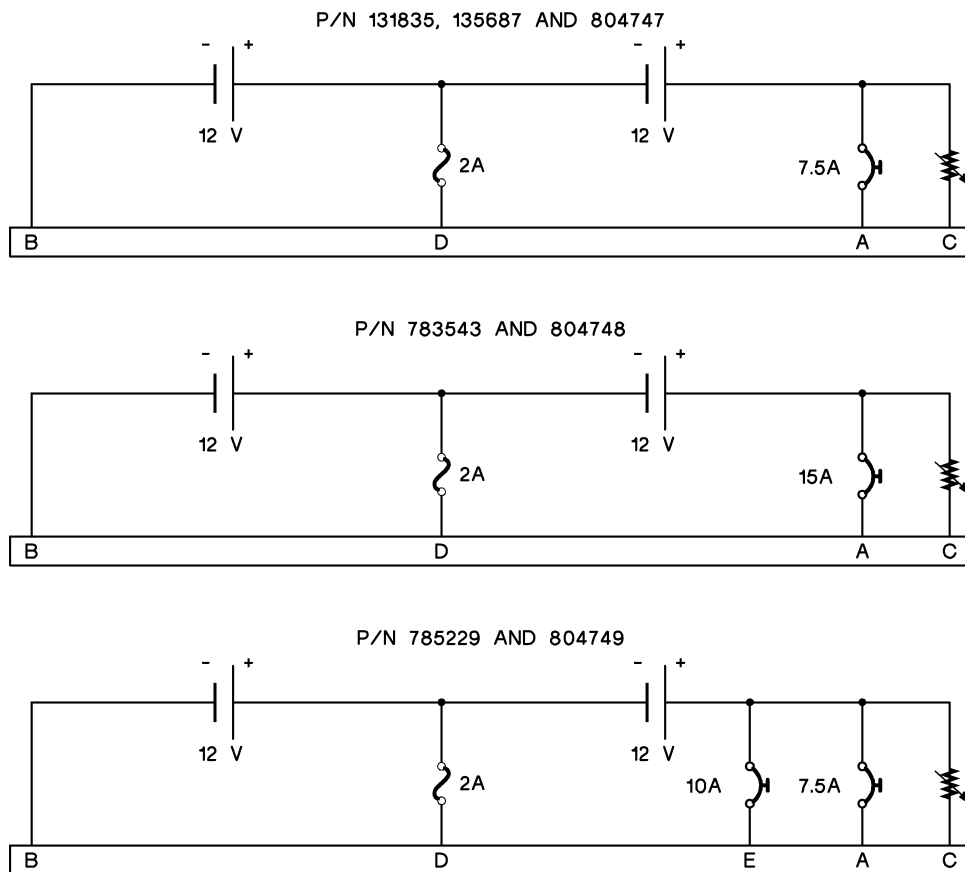


Figure 1: STAND-BY BATTERY CONNECTION

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-710-802

OPERATIONAL TEST OF "SECURAPLANE" XL245 TYPE STAND-BY BATTERIES

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-710-802-01 stand-by horizon battery (**4FG**)
- 24-32-09-710-802-02 IRS 1 battery (**L12FP**)
- 24-32-09-710-802-03 IRS 2 battery (**R12FP**)
- 24-32-09-710-802-04 EID battery (**82FV**)
- 24-32-09-710-802-05 IRS 3 battery (**32FP**)

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT

B. Energy

- ELECTRICAL

C. Access

Reference

- **210A**
- **113FZ**
- **113HZ**
- **PAX**

Designation

NOSE CONE
COCKPIT FLOOR
COCKPIT FLOOR
PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. Open nose cone (**210A**) to gain access to the relevant avionics battery:

- IRS 1 battery (**L12FP**),
- IRS 2 battery (**R12FP**),
- EID battery (**82FV**),
- IRS 3 battery (**32FP**).

B. Remove the following floor panel to gain access to stand-by horizon battery (**4FG**):

- for A/C < 21 without SB F900EX-58 : floor panel (**113FZ**),
- for A/C ≥ 21 or A/C with SB F900EX-58 : floor panel (**113HZ**).

4. OPERATIONAL TEST OF SECURAPLANE BATTERY (**4FG**), (**L12FP**), (**R12FP**), (**82FV**), (**32FP**)

Refer to **fig. 1**

Effectivity: A/C WITH M3203

Rev. Date: JUN 10/2011

24-32-09-710-802

page 1 / 6

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

CAUTION: THE BATTERY TEST MUST BE PERFORMED AT TEMPERATURE BETWEEN 20°C (68°F) AND 55°C (131°F).

NOTE: Make sure that the aircraft has not been energized for the two hours preceding the test. The longer the rest after charging, the more accurate the test. The optimum resting time before testing is between 8 and 24 hours.

- A. Press "ENERGY LEVEL TEST SWITCH" pushbutton (1).
- B. After 5 seconds:
 - (1) If green "BATTERY OK" indicator light (4) illuminates, go to paragraph "Final Steps".
 - (2) If red "BATTERY LOW" indicator light (3) illuminates:
 - (a) Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
 - (b) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
 - (c) If green "CHARGER ON" indicator light (5) is illuminated:
 - 1 allow SECURAPLANE battery to be charged for 90 minutes,
 - 2 de-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit"),
 - 3 leave SECURAPLANE battery at rest for 2 hours with the aircraft systems not energized,
 - 4 press again "ENERGY LEVEL TEST SWITCH" pushbutton (1) and, after 5 seconds:
 - a if green "BATTERY OK" indicator light (4) illuminates, then disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit") and go to paragraph "Final Steps".
 - (d) If green "CHARGER ON" indicator light (5) is not illuminated:
 - 1 disengage and then engage circuit breaker (2),
 - 2 if green "CHARGER ON" indicator light (5) is illuminated, perform steps (2.2.B.3.a) through (2.2.B.3.d),
 - 3 if green "CHARGER ON" indicator light (5) remains extinguished:
 - a De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit"),
 - b Disconnect the electrical cable from SECURAPLANE battery,
 - c Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

Make sure that 28 V DC is present on pin C of the aircraft connector.

Effectivity: A/C WITH M3203
Rev. Date: JUN 10/2011
24-32-09-710-802

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

CAUTION: THE OLD BATTERY PACK MUST NOT BE DISPOSED OF IN A FIRE.

- d If the 28 V DC is not present on pin C of the aircraft connector, perform a troubleshoot on aircraft.
- e If the 28 V DC is present on pin C of the aircraft connector, replace SECURAPLANE battery (Refer to [TASK 24-32-09-900-801](#)).
- NOTE:** Discard the old battery as per regulations relating to lead/acid batteries.
- f De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
- g Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").
- h Connect the electrical cable to SECURAPLANE battery.

(e) Test (**fig. 2**)

Depending on the battery(ies) removed:

- 1 IRS 1 battery ([L12FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS1" pushbutton ([L13FP](#)).
 - LH voltmeter ([L1PJ](#)) indicate the IRS 1 battery ([L12FP](#)) voltage ("BAT" green range).
- 2 IRS 2 battery ([R12FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS2" pushbutton ([R13FP](#)).
 - RH voltmeter ([R1PJ](#)) indicate the IRS 2 battery ([R12FP](#)) voltage ("BAT" green range).
- 3 EID battery ([82FV](#)):
 - Gain access to cockpit.
 - On overhead panel, press "EIED" pushbutton ([83FV](#)).
 - LH voltmeter ([L1PJ](#)) indicate the EIED battery ([82FV](#)) voltage ("BAT" green range).
- 4 IRS 3 battery ([32FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS3" pushbutton ([33FP](#)).
 - RH voltmeter ([R1PJ](#)) indicate the IRS 3 battery ([32FP](#)) voltage ("BAT" green range).
- 5 Stand-by horizon battery ([4FG](#)):
 - Gain access to cockpit.
 - On overhead panel, press "HRZN" pushbutton ([7FG](#)).
 - LH voltmeter ([L1PJ](#)) indicate the stand-by horizon battery ([4FG](#)) voltage ("BAT" green range).

5. FINAL STEPS

Refer to **fig. 1**

- A. As applicable, install the following floor panel:
- for A/C < 21 without SB F900EX-58 : floor panel ([113FZ](#)),
 - for A/C ≥ 21 or A/C with SB F900EX-58 : floor panel ([113HZ](#)).



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

CAUTION: BEFORE CLOSING THE NOSE CONE, FOLLOW THE INSTRUCTIONS OF THE INSTRUCTION PLATE ATTACHED TO THE CHASSIS OR TO FRAME 0 DEPENDING ON THE AIRCRAFT.

WHEN CLOSING THE NOSE CONE, RETARD ITS DOWNWARD MOVEMENT BEFORE IT REACHES THE BOTTOM STOP.

- B. If applicable, close nose cone (**210A**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

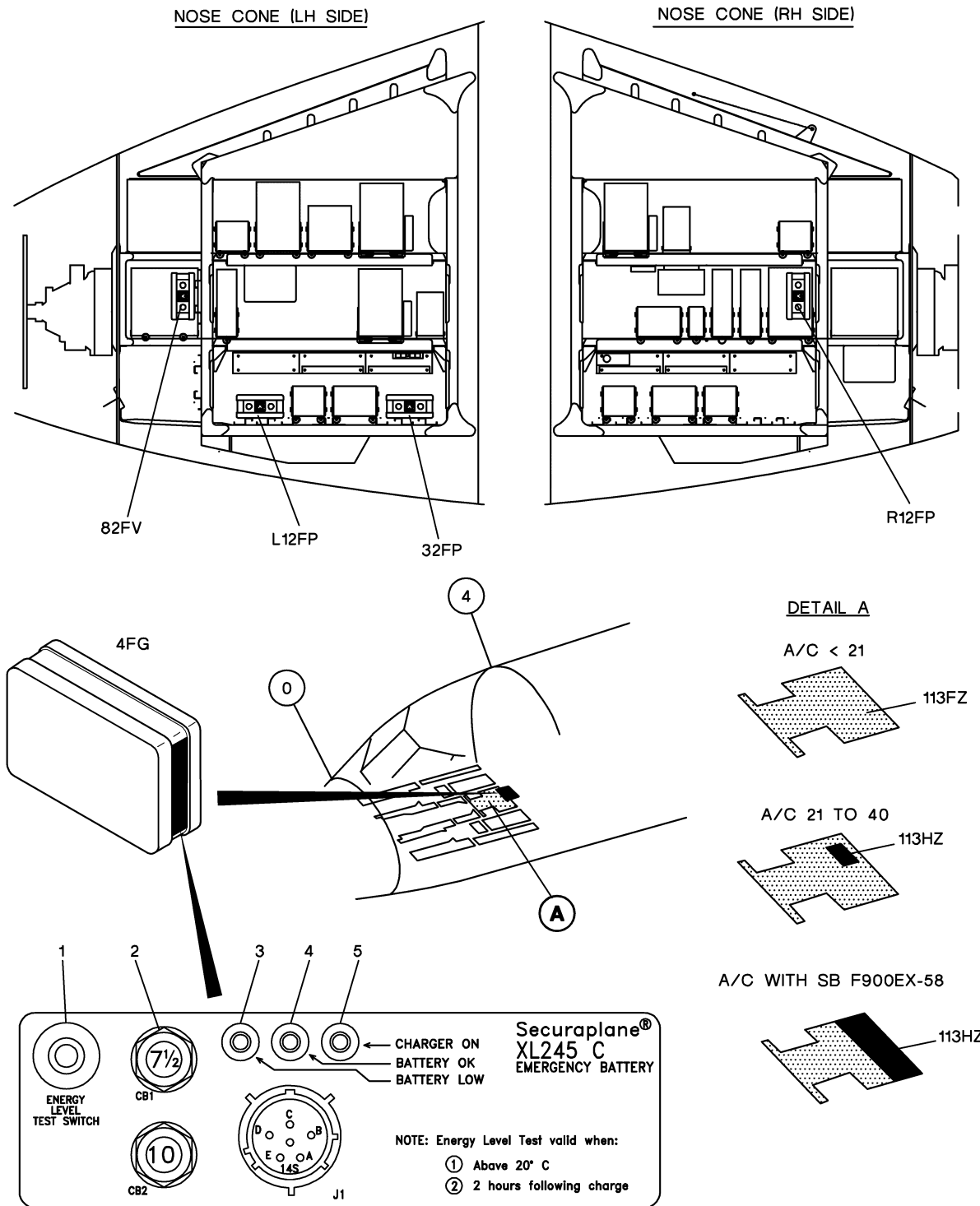


Figure 1: Location of Stand-by Horizon and Avionics Batteries

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

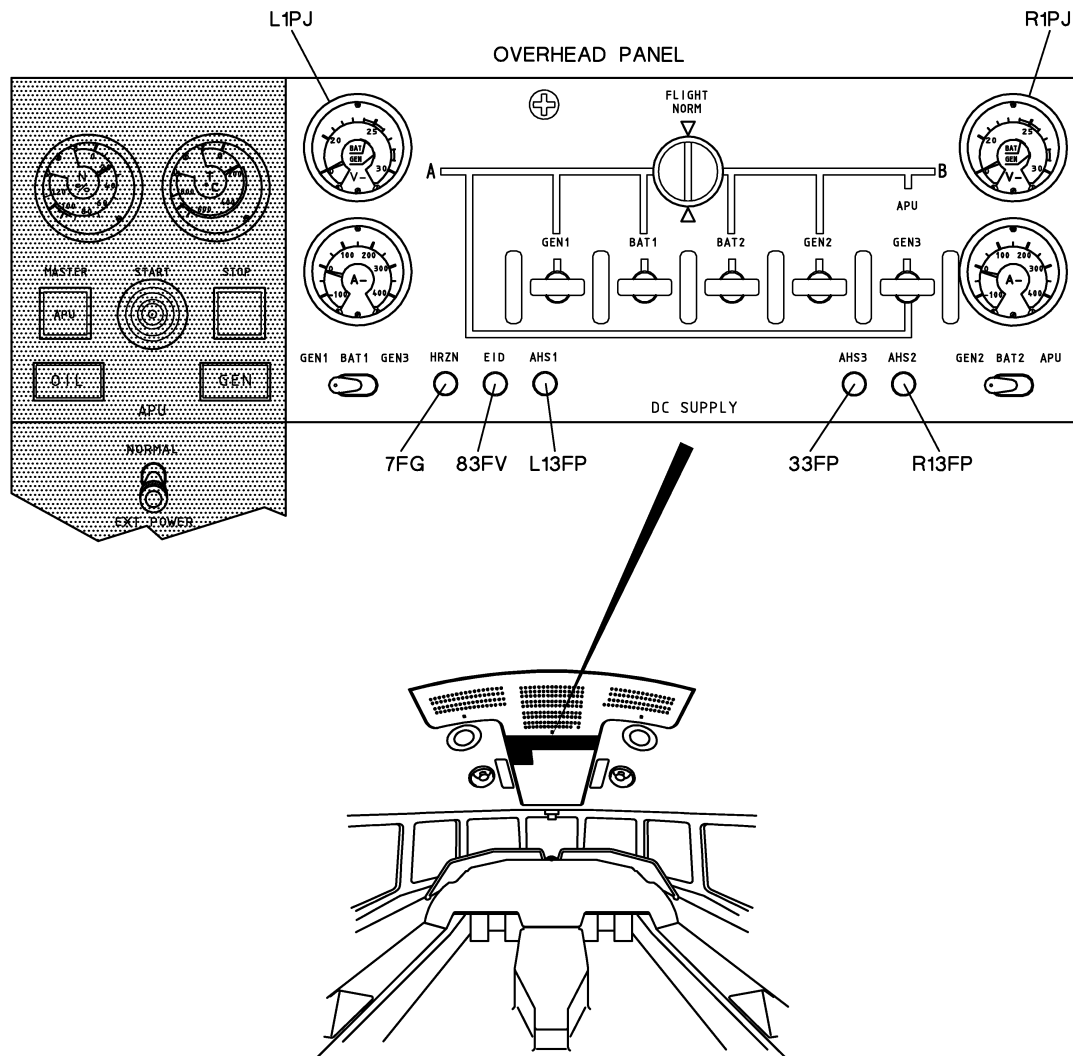


Figure 2: Location of cockpit controls

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-960-802

DISCARD OF "SECURAPLANE" XL245 STAND-BY BATTERIES

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-960-802-01 stand-by horizon battery (**4FG**)
- 24-32-09-960-802-02 IRS 1 battery (**L12FP**)
- 24-32-09-960-802-03 IRS 2 battery (**R12FP**)
- 24-32-09-960-802-04 EID battery (**82FV**)
- **24-32-09-960-802-05** IRS 3 battery (**32FP**)

This task consists of the discard of the Securaplane XL245 series (lead/acid) batteries.

For Removal/Installation of the batteries, refer to the AMM (Refer to **TASK 24-32-09-900-801**).

2. LOGISTICS

A. References

Reference

- **24-32-09-900-801**

Designation

REMOVAL / INSTALLATION OF THE STAND-BY BATTERIES

Project No: **BDHRN002**Job Card No **0154**

Notif.No.: 10049203

Activity: **1008**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **OPC Eid Battery (82fv)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 24

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

210A

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069298 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 24-32-09-710-802-04

Operator Code: 24-32-09-710-802-04

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.: **24.240**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	27-JAN-2013						

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

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

243854 ☐ ENGINE INSTRUMENT DISPLAY STANDBY BATTERY GENERIC NO REF

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT <input type="checkbox"/> DAMAGED <input type="checkbox"/> UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	100-0540-03		S/N	1015		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS		HRS		HRS
	LDGS		LDGS		LDGS		LDGS
				TECH:		INSP:	

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

24-32-09-610-801-04 SERVICE ENGINE INSTRUMENT DISPLAY STANDBY BATTERY (SAFT NICKEL-CADMIUM BATTERY ONLY) ☐

REMARKS : _____

AMM 24-32-09-610-801

>24-32-09-710-802-04 OPERATIONAL TEST ENGINE INSTRUMENT DISPLAY STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY) ☐

REMARKS : _____

AMM 24-32-09-710-802

24-32-09-960-802-04 DISCARD ENGINE INSTRUMENT DISPLAY STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY) ☐

REMARKS : _____

GENERIC NO REF,AMM 24-32-09-960-802 SECURAPLANE BATTERY NOTE: STORAGE LIMIT = 2 YEARS. WHILE BATTERY IS STORED, PERFORM A BATTERY CAPACITY CHECK USING THE ENERGY LEVEL TEST SWITCH AT LEAST EVERY 90 DAYS.

Operator: **HERON AVIATION**Work Card No.: **24.240**Serial No.: **096**Model: **FALCON 900EX**Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES**210A LH UPPER DOORS DOOR**

24-32-09-710-802-04 OPERATIONAL TEST ENGINE INSTRUMENT DISPLAY STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

AREA SUMMARIES**F2 NOSE CONE**

243854 ENGINE INSTRUMENT DISPLAY STANDBY BATTERY

24-32-09-710-802-04 OPERATIONAL TEST ENGINE INSTRUMENT DISPLAY STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

24-32-09-960-802-04 DISCARD ENGINE INSTRUMENT DISPLAY STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

SOURCE SUMMARIES**956 MPD 05-20-24 PAGE NO.:PAGE 5/6 REF: 24-30 DC GENERATION DATE: MAR 09/2012 2**

24-32-09-610-801-04 SERVICE ENGINE INSTRUMENT DISPLAY STANDBY BATTERY (SAFT NICKEL-CADMIUM BATTERY ONLY)

24-32-09-710-802-04 OPERATIONAL TEST ENGINE INSTRUMENT DISPLAY STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

956 MPD 05-20-24 PAGE NO.:PAGE 6/6 REF: 24-30 DC GENERATION DATE: MAR 09/2012 2

24-32-09-960-802-04 DISCARD ENGINE INSTRUMENT DISPLAY STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-610-801

SERVICING OF "SAFT" NICKEL-CADMIUM STAND-BY BATTERIES

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM LACK OF ATTENTION AND CARE WHEN HANDLING AND MAINTAINING NICKEL-CADMIUM BATTERIES.
 REMOVE RINGS, BRACELETS AND METAL WRIST WATCHES: ACCIDENTAL CONTACT OF SUCH METAL OBJECTS WITH OPPOSED POLARITY TERMINALS CAN MELT METAL AND SEVERELY BURN THE SKIN.
 THE TOOLS USED FOR BATTERY MAINTENANCE MUST BE COATED WITH INSULATING TAPE.
 A METAL TOOL FALLING ON THE BATTERY CAN CAUSE A SHORT-CIRCUIT.

CAUTION: HANDLE BATTERY CAREFULLY. THE BATTERIES CONTAIN NICKEL-CADMIUM WHICH IS DANGEROUS TO HEALTH.

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-610-801-01 stand-by horizon battery (**4FG**)
- 24-32-09-610-801-02 IRS 1 battery (**L12FP**)
- 24-32-09-610-801-03 IRS 2 battery (**R12FP**)
- 24-32-09-610-801-04 EID battery (**82FV**)
- 24-32-09-610-801-05 IRS 3 battery (**32FP**)

Perform this procedure to check the SAFT (Ni-Cd) 20VR4D and 20VRED series battery.

NOTE 1: For SAFT 20VR4D series battery with 20VRED series pack, P/N:

- 135687 Amdt H,
- 783543 Amdt D,
- 785229 Amdt E,

follow the discharging/charging instructions applicable to 20VRED batteries.

NOTE 2: If the results obtained during the following tests are not satisfactory, repeat the tests. If the results are still unsatisfactory, replace the battery pack (Refer to **TASK 24-32-09-960-801**).

NOTE 3: Perform the tests at an ambient temperature of 23 ± 5 °C (73 ± 9 °F).

2. LOGISTICS

A. References

Reference

- **24-32-09-900-801**
- **24-32-09-960-801**

Designation

REMOVAL / INSTALLATION OF THE STAND-BY BATTERIES
 REPLACEMENT OF "SAFT" NICKEL-CADMIUM STAND-BY
 BATTERY PACKS

B. Tools and Ground Support Equipment

Reference

- **F7XC202000008**

Designation

TOOL BOX

Quantity

1

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- **TO-24-623** DC VOLTMETER (ACCURACY BETTER THAN 1%)
- **TO-24-622** DISCHARGE BENCH (Constant current 0-2 A)
- **TO-24-621** DC POWER SUPPLY (0-40 V DC, 0-2 A)

C. Energy

- ELECTRICAL

D. Miscellaneous

- SAFETY GLOVES
- PROTECTIVE GOGGLES
- PROTECTIVE APRON

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Remove the applicable battery (Refer to **TASK 24-32-09-900-801**, paragraph "Removal").
- B. If the battery is equipped with circuit breakers, check that these are engaged.
- C. First discharging
 - (1) Connect a voltmeter and a discharge bench to the power terminals (see table in paragraph "Check of Capacity").
 - (2) Discharge the battery:
 - For 20VR4D series battery at 4 A down to 20 V.
 - For 20VRED series battery at 4.5 A down to 20 V.

NOTE: The discharged battery voltage is measured at the power terminals
 - (3) Disconnect the discharge bench from the power terminals.

4. CHECK OF CAPACITY

- A. See tables below

Table 1: SAFT 20VR4D series battery with 20VR4D series battery pack

P/N	Rated capacity (C)	Battery charge constant current (I _{ch} = 0.1C)	POWER TERMINAL			
			DISCHARGE		CHARGE	
			Positive	Negative	Positive	Negative
131835	4 Ah	0.4 A	A	B	C	B
135687						
783543			E			
785229						

Effectivity: SAFT (NI-CD) BATTERY
Rev. Date: MAR 09/2012
24-32-09-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

Table 2: SAFT 20VR4D series battery with 20VRED series battery pack

P/N	Amdt	Rated capacity (C)	Battery charge constant current (I _{ch} =0.1C)	POWER TERMINAL			
				DISCHARGE		CHARGE	
				Positive	Negative	Positive	Negative
135687	H	4.5 Ah	0.45 A	A	B	C	B
783543	D						
785229	E			E			

Table 3: SAFT 20VRED series battery

P/N	Rated capacity (C)	Battery charge constant current (I _{ch} =0.1C)	POWER TERMINAL			
			DISCHARGE		CHARGE	
			Positive	Negative	Positive	Negative
804747	4.5 Ah	0.45 A	A	B	C	B
804748						
804749			E			

B. Constant current charging

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- (1) Charge the battery for 14 to 16 hours at a constant current (see tables).
At the end of the charging, the voltage measured should be less than 31 V.
- (2) Disconnect the DC power supply and the voltmeter from the power terminals.
- (3) Wait 4 hours after the end of the charging.
- (4) Measure the voltage between the two half-batteries.
The voltage difference between the two half-batteries should be less than 1 V.

C. Check of operational capability

- (1) Connect a voltmeter and a discharge bench to the power terminals (see tables).
NOTE: The discharged battery voltage is obtained at the power terminals
- (2) Discharge the battery:
This discharging should be take at least 3 hours.
 - For 20VR4D series battery at 0.8 A down to 20 V.
 - For 20VRED series battery at 0.9 A down to 20 V.
- (3) Disconnect the discharge bench from the power terminals.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

D. Constant voltage charging

- (1) Connect a DC power supply to the power terminals (see tables).

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- (2) Charge the battery for 16 hours at 28.5VDC.

E. Constant current discharging

- (1) Connect a voltmeter and a discharge bench to the power terminals (see tables).

NOTE: The voltage is obtained at the power terminals

- (2) Discharge the battery at 5A (constant current) down to 20V.

This discharging must take 25 minutes at least.

- (3) Disconnect the discharge bench from the power terminals.

5. FINAL STEPS

Refer to **fig. 1**

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- A. Charge the battery for 14 to 16 hours at a constant current (see paragraph "Check of Capacity").
- B. Disconnect the DC power supply and the voltmeter from the power terminals.
- C. If the battery is equipped with circuit breakers, disengage them.
- D. Install the battery on the aircraft ((Refer to **TASK 24-32-09-900-801**), paragraph "Installation").
- E. If the battery is equipped with circuit breakers, engage them.
- F. Perform an operational test of the battery ((Refer to **TASK 24-32-09-900-801**), para. "Final steps").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

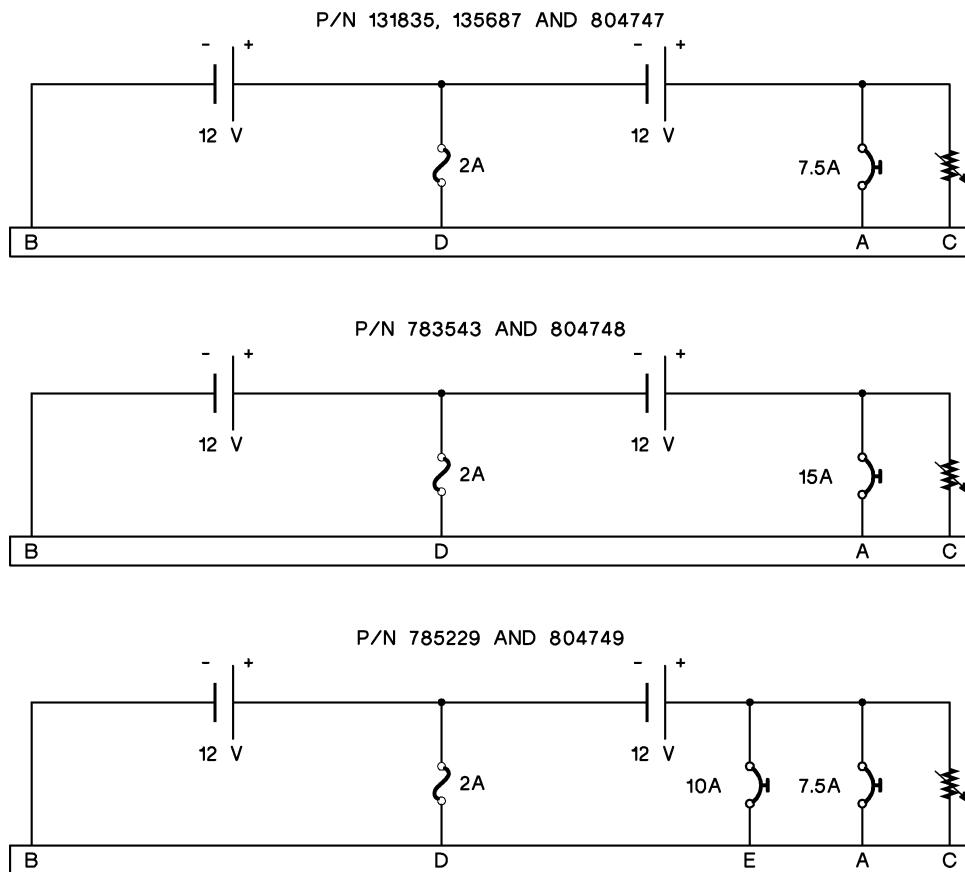


Figure 1: STAND-BY BATTERY CONNECTION

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-710-802

OPERATIONAL TEST OF "SECURAPLANE" XL245 TYPE STAND-BY BATTERIES

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-710-802-01 stand-by horizon battery (**4FG**)
- 24-32-09-710-802-02 IRS 1 battery (**L12FP**)
- 24-32-09-710-802-03 IRS 2 battery (**R12FP**)
- 24-32-09-710-802-04 EID battery (**82FV**)
- 24-32-09-710-802-05 IRS 3 battery (**32FP**)

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT

B. Energy

- ELECTRICAL

C. Access

Reference

- **210A**
- **113FZ**
- **113HZ**
- **PAX**

Designation

NOSE CONE
COCKPIT FLOOR
COCKPIT FLOOR
PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. Open nose cone (**210A**) to gain access to the relevant avionics battery:

- IRS 1 battery (**L12FP**),
- IRS 2 battery (**R12FP**),
- EID battery (**82FV**),
- IRS 3 battery (**32FP**).

B. Remove the following floor panel to gain access to stand-by horizon battery (**4FG**):

- for A/C < 21 without SB F900EX-58 : floor panel (**113FZ**),
- for A/C ≥ 21 or A/C with SB F900EX-58 : floor panel (**113HZ**).

4. OPERATIONAL TEST OF SECURAPLANE BATTERY (**4FG**), (**L12FP**), (**R12FP**), (**82FV**), (**32FP**)

Refer to **fig. 1**

Effectivity: A/C WITH M3203

Rev. Date: JUN 10/2011

24-32-09-710-802

page 1 / 6

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

CAUTION: THE BATTERY TEST MUST BE PERFORMED AT TEMPERATURE BETWEEN 20°C (68°F) AND 55°C (131°F).

NOTE: Make sure that the aircraft has not been energized for the two hours preceding the test. The longer the rest after charging, the more accurate the test. The optimum resting time before testing is between 8 and 24 hours.

- A. Press "ENERGY LEVEL TEST SWITCH" pushbutton (1).
- B. After 5 seconds:
- (1) If green "BATTERY OK" indicator light (4) illuminates, go to paragraph "Final Steps".
 - (2) If red "BATTERY LOW" indicator light (3) illuminates:
 - (a) Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
 - (b) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
 - (c) If green "CHARGER ON" indicator light (5) is illuminated:
 - 1 allow SECURAPLANE battery to be charged for 90 minutes,
 - 2 de-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit"),
 - 3 leave SECURAPLANE battery at rest for 2 hours with the aircraft systems not energized,
 - 4 press again "ENERGY LEVEL TEST SWITCH" pushbutton (1) and, after 5 seconds:
 - a if green "BATTERY OK" indicator light (4) illuminates, then disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit") and go to paragraph "Final Steps".
 - b if red "BATTERY LOW" indicator light (3) illuminates, replace SECURAPLANE battery (Refer to **TASK 24-32-09-900-801**).
- CAUTION:** THE OLD BATTERY PACK MUST NOT BE DISPOSED OF IN A FIRE.
- b if red "BATTERY LOW" indicator light (3) illuminates, replace SECURAPLANE battery (Refer to **TASK 24-32-09-900-801**).
- NOTE:** Discard the old battery as per regulations relating to lead/acid batteries.
- (d) If green "CHARGER ON" indicator light (5) is not illuminated:
 - 1 disengage and then engage circuit breaker (2),
 - 2 if green "CHARGER ON" indicator light (5) is illuminated, perform steps (2.2.B.3.a) through (2.2.B.3.d),
 - 3 if green "CHARGER ON" indicator light (5) remains extinguished:
 - a De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit"),
 - b Disconnect the electrical cable from SECURAPLANE battery,
 - c Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

Make sure that 28 V DC is present on pin C of the aircraft connector.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

CAUTION: THE OLD BATTERY PACK MUST NOT BE DISPOSED OF IN A FIRE.

- d If the 28 V DC is not present on pin C of the aircraft connector, perform a troubleshoot on aircraft.
- e If the 28 V DC is present on pin C of the aircraft connector, replace SECURAPLANE battery (Refer to [TASK 24-32-09-900-801](#)).
- NOTE: Discard the old battery as per regulations relating to lead/acid batteries.
- f De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
- g Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").
- h Connect the electrical cable to SECURAPLANE battery.

(e) Test (**fig. 2**)

Depending on the battery(ies) removed:

- 1 IRS 1 battery ([L12FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS1" pushbutton ([L13FP](#)).
 - LH voltmeter ([L1PJ](#)) indicate the IRS 1 battery ([L12FP](#)) voltage ("BAT" green range).
- 2 IRS 2 battery ([R12FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS2" pushbutton ([R13FP](#)).
 - RH voltmeter ([R1PJ](#)) indicate the IRS 2 battery ([R12FP](#)) voltage ("BAT" green range).
- 3 EID battery ([82FV](#)):
 - Gain access to cockpit.
 - On overhead panel, press "EIED" pushbutton ([83FV](#)).
 - LH voltmeter ([L1PJ](#)) indicate the EIED battery ([82FV](#)) voltage ("BAT" green range).
- 4 IRS 3 battery ([32FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS3" pushbutton ([33FP](#)).
 - RH voltmeter ([R1PJ](#)) indicate the IRS 3 battery ([32FP](#)) voltage ("BAT" green range).
- 5 Stand-by horizon battery ([4FG](#)):
 - Gain access to cockpit.
 - On overhead panel, press "HRZN" pushbutton ([7FG](#)).
 - LH voltmeter ([L1PJ](#)) indicate the stand-by horizon battery ([4FG](#)) voltage ("BAT" green range).

5. FINAL STEPS

Refer to **fig. 1**

- A. As applicable, install the following floor panel:
 - for A/C < 21 without SB F900EX-58 : floor panel ([113FZ](#)),
 - for A/C ≥ 21 or A/C with SB F900EX-58 : floor panel ([113HZ](#)).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

CAUTION: BEFORE CLOSING THE NOSE CONE, FOLLOW THE INSTRUCTIONS OF THE INSTRUCTION PLATE ATTACHED TO THE CHASSIS OR TO FRAME 0 DEPENDING ON THE AIRCRAFT.

WHEN CLOSING THE NOSE CONE, RETARD ITS DOWNWARD MOVEMENT BEFORE IT REACHES THE BOTTOM STOP.

- B. If applicable, close nose cone (**210A**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

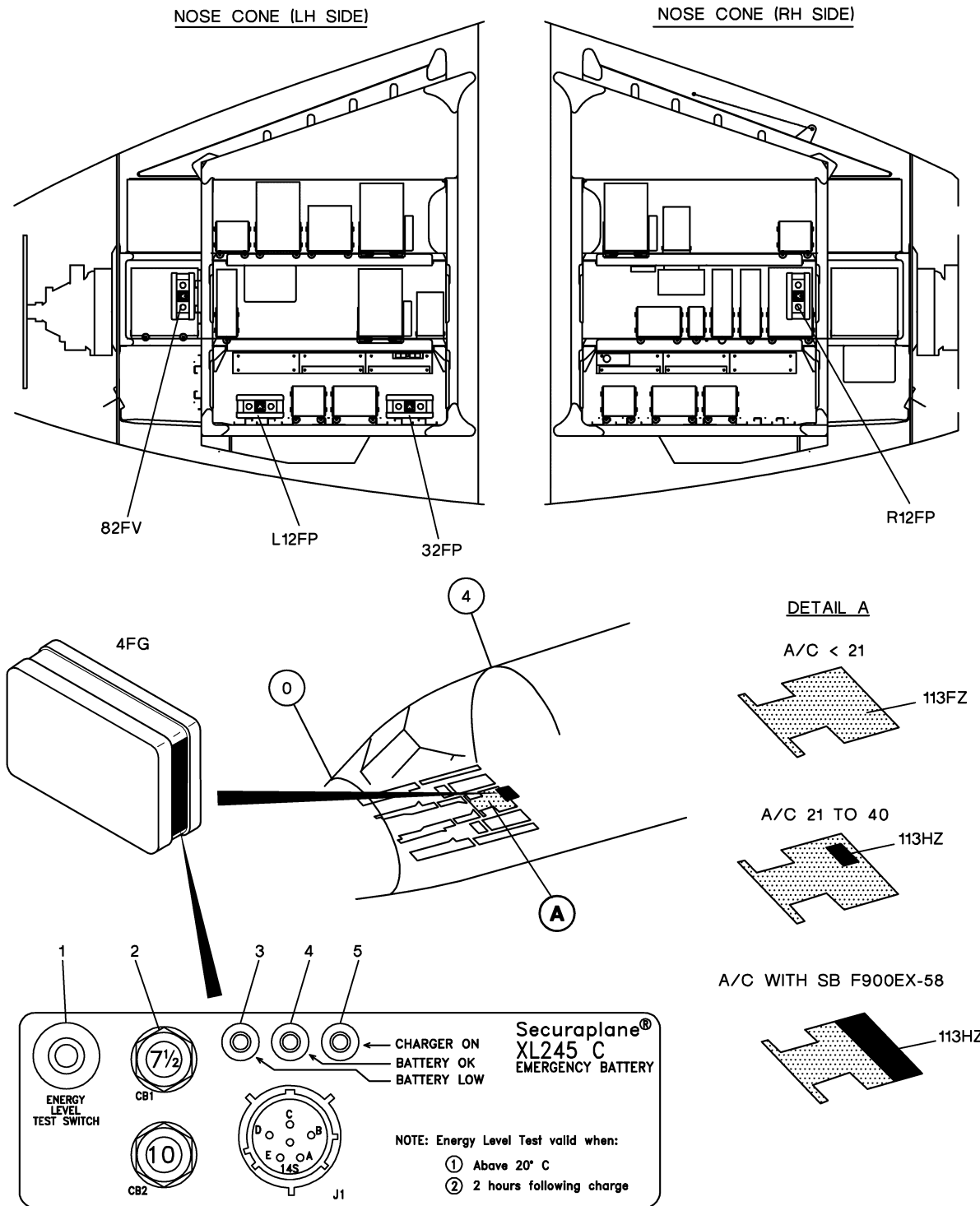


Figure 1: Location of Stand-by Horizon and Avionics Batteries

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

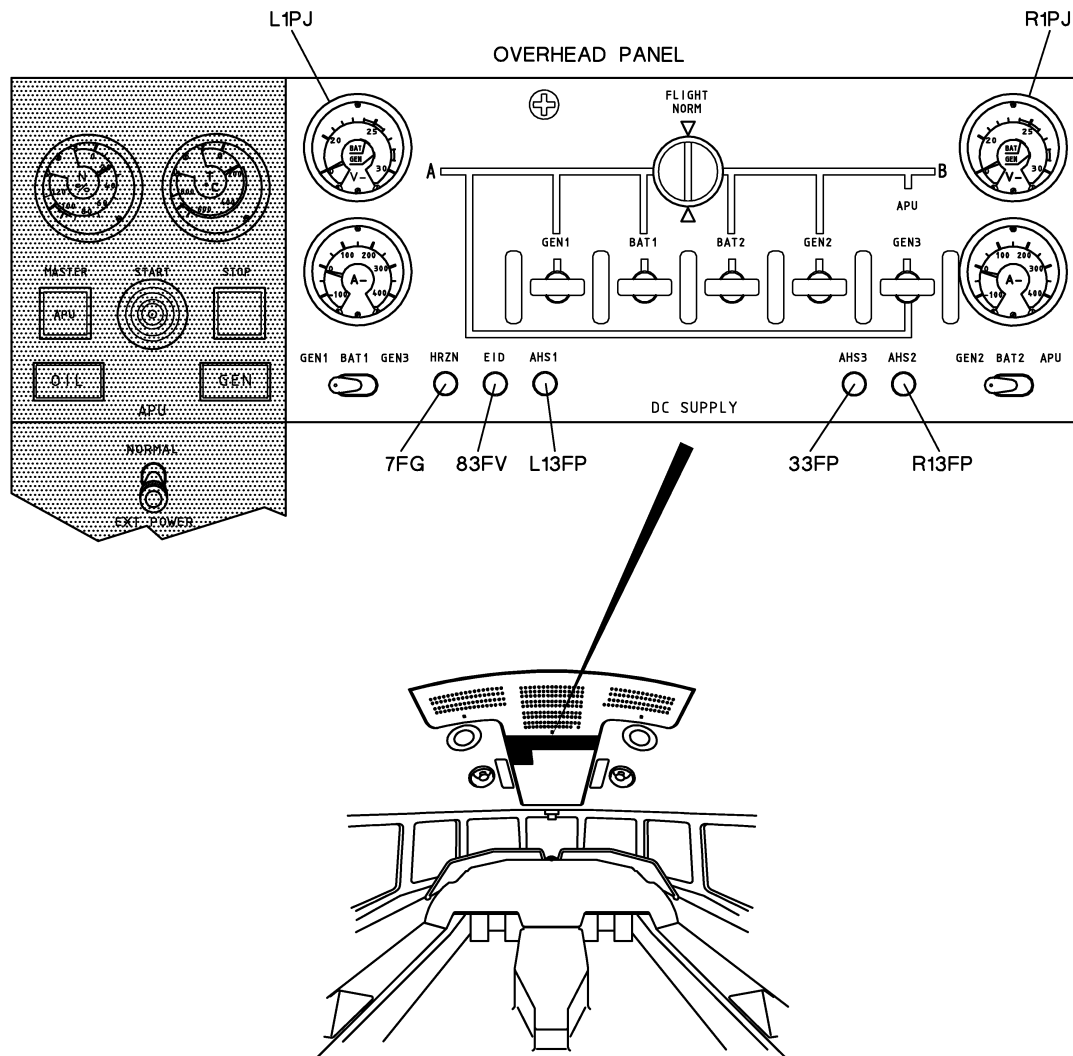


Figure 2: Location of cockpit controls

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-960-802

DISCARD OF "SECURAPLANE" XL245 STAND-BY BATTERIES

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-960-802-01 stand-by horizon battery (**4FG**)
- 24-32-09-960-802-02 IRS 1 battery (**L12FP**)
- 24-32-09-960-802-03 IRS 2 battery (**R12FP**)
- 24-32-09-960-802-04 EID battery (**82FV**)
- **24-32-09-960-802-05** IRS 3 battery (**32FP**)

This task consists of the discard of the Securaplane XL245 series (lead/acid) batteries.

For Removal/Installation of the batteries, refer to the AMM (Refer to **TASK 24-32-09-900-801**).

2. LOGISTICS

A. References

Reference

- **24-32-09-900-801**

Designation

REMOVAL / INSTALLATION OF THE STAND-BY BATTERIES

Project No: **BDHRN002**Job Card No **0155**

Notif.No.: 10049204

Activity: **1009**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **OPC Irs 3 Battery (32fp)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 24

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

210A

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069299 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

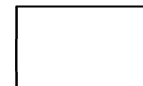
Defect Card Raised

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: 24-32-09-710-802-05

Operator Code: 24-32-09-710-802-05

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.: **24.230**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	27-JAN-2013						
Accomplished							

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

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

243855	<input type="checkbox"/> NO. 3 IRS STANDBY BATTERY	GENERIC NO REF
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REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
--------------------------------	---------------------------------------	----------------------------------	-------------------------------	---------------------------------	------------------------------------------	--------------------------------------	----------------------------------	----------------------------------------	--------------------------------------	-------------------------------------------	----------------------------------	----------------------------------

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	100-0540-02		S/N	073293		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS		HRS		HRS
	LDGS		LDGS		LDGS		LDGS
				TECH:		INSP:	

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

24-32-09-610-801-05 SERVICE NO. 3 IRS STANDBY BATTERY (SAFT NICKEL-CADMIUM BATTERY ONLY)

☐

REMARKS : _____

AMM 24-32-09-610-801

>24-32-09-710-802-05 OPERATIONAL TEST NO. 3 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

☐

REMARKS : _____

AMM 24-32-09-710-802

24-32-09-960-802-05 REPLACE NO. 3 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

☐

REMARKS : _____

AMM 24-32-09-960-802,GEN SECURAPLANE BATTERY NOTE: STORAGE LIMIT = 2 YEARS. WHILE BATTERY IS STORED, PERFORM A BATTERY CAPACITY CHECK USING THE ENERGY LEVEL TEST SWITCH AT LEAST EVERY 90 DAYS.
ERIC NO REF

Operator: **HERON AVIATION**Work Card No.: **24.230**Serial No.: **096**Model: **FALCON 900EX**Reg No.: **D-AHRN**

Workorder No.: _____

ACCESS PANEL SUMMARIES**210A LH UPPER DOORS DOOR**

24-32-09-710-802-05 OPERATIONAL TEST NO. 3 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

AREA SUMMARIES**F2 NOSE CONE**

243855 NO. 3 IRS STANDBY BATTERY

24-32-09-710-802-05 OPERATIONAL TEST NO. 3 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

24-32-09-960-802-05 REPLACE NO. 3 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

SOURCE SUMMARIES**956 MPD 05-20-24 PAGE NO.:PAGE 5/6 REF: 24-30 DC GENERATION DATE: MAR 09/2012 2**

24-32-09-610-801-05 SERVICE NO. 3 IRS STANDBY BATTERY (SAFT NICKEL-CADMIUM BATTERY ONLY)

956 MPD 05-20-24 PAGE NO.:PAGE 6/6 REF: 24-30 DC GENERATION DATE: MAR 09/2012 2

24-32-09-710-802-05 OPERATIONAL TEST NO. 3 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

24-32-09-960-802-05 REPLACE NO. 3 IRS STANDBY BATTERY (SECURAPLANE XL245 TYPE BATTERY)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-610-801

SERVICING OF "SAFT" NICKEL-CADMIUM STAND-BY BATTERIES

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM LACK OF ATTENTION AND CARE WHEN HANDLING AND MAINTAINING NICKEL-CADMIUM BATTERIES.
 REMOVE RINGS, BRACELETS AND METAL WRIST WATCHES: ACCIDENTAL CONTACT OF SUCH METAL OBJECTS WITH OPPOSED POLARITY TERMINALS CAN MELT METAL AND SEVERELY BURN THE SKIN.
 THE TOOLS USED FOR BATTERY MAINTENANCE MUST BE COATED WITH INSULATING TAPE.
 A METAL TOOL FALLING ON THE BATTERY CAN CAUSE A SHORT-CIRCUIT.

CAUTION: HANDLE BATTERY CAREFULLY. THE BATTERIES CONTAIN NICKEL-CADMIUM WHICH IS DANGEROUS TO HEALTH.

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-610-801-01 stand-by horizon battery (**4FG**)
- 24-32-09-610-801-02 IRS 1 battery (**L12FP**)
- 24-32-09-610-801-03 IRS 2 battery (**R12FP**)
- 24-32-09-610-801-04 EID battery (**82FV**)
- 24-32-09-610-801-05 IRS 3 battery (**32FP**)

Perform this procedure to check the SAFT (Ni-Cd) 20VR4D and 20VRED series battery.

NOTE 1: For SAFT 20VR4D series battery with 20VRED series pack, P/N:

- 135687 Amdt H,
- 783543 Amdt D,
- 785229 Amdt E,

follow the discharging/charging instructions applicable to 20VRED batteries.

NOTE 2: If the results obtained during the following tests are not satisfactory, repeat the tests. If the results are still unsatisfactory, replace the battery pack (Refer to **TASK 24-32-09-960-801**).

NOTE 3: Perform the tests at an ambient temperature of 23 ± 5 °C (73 ± 9 °F).

2. LOGISTICS

A. References

Reference

- **24-32-09-900-801**
- **24-32-09-960-801**

Designation

REMOVAL / INSTALLATION OF THE STAND-BY BATTERIES
 REPLACEMENT OF "SAFT" NICKEL-CADMIUM STAND-BY
 BATTERY PACKS

B. Tools and Ground Support Equipment

Reference

- **F7XC202000008**

Designation

TOOL BOX

Quantity

1

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- **TO-24-623** DC VOLTMETER (ACCURACY BETTER THAN 1%)
- **TO-24-622** DISCHARGE BENCH (Constant current 0-2 A)
- **TO-24-621** DC POWER SUPPLY (0-40 V DC, 0-2 A)

C. Energy

- ELECTRICAL

D. Miscellaneous

- SAFETY GLOVES
- PROTECTIVE GOGGLES
- PROTECTIVE APRON

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Remove the applicable battery (Refer to **TASK 24-32-09-900-801**, paragraph "Removal").
- B. If the battery is equipped with circuit breakers, check that these are engaged.
- C. First discharging
 - (1) Connect a voltmeter and a discharge bench to the power terminals (see table in paragraph "Check of Capacity").
 - (2) Discharge the battery:
 - For 20VR4D series battery at 4 A down to 20 V.
 - For 20VRED series battery at 4.5 A down to 20 V.

NOTE: The discharged battery voltage is measured at the power terminals
 - (3) Disconnect the discharge bench from the power terminals.

4. CHECK OF CAPACITY

- A. See tables below

Table 1: SAFT 20VR4D series battery with 20VR4D series battery pack

P/N	Rated capacity (C)	Battery charge constant current (I _{ch} = 0.1C)	POWER TERMINAL			
			DISCHARGE		CHARGE	
			Positive	Negative	Positive	Negative
131835	4 Ah	0.4 A	A	B	C	B
135687						
783543						
785229			E			

Effectivity: SAFT (NI-CD) BATTERY
Rev. Date: MAR 09/2012
24-32-09-610-801

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Table 2: SAFT 20VR4D series battery with 20VRED series battery pack

P/N	Amdt	Rated capacity (C)	Battery charge constant current (I _{ch} =0.1C)	POWER TERMINAL			
				DISCHARGE		CHARGE	
				Positive	Negative	Positive	Negative
135687	H	4.5 Ah	0.45 A	A	B	C	B
783543	D						
785229	E			E			

Table 3: SAFT 20VRED series battery

P/N	Rated capacity (C)	Battery charge constant current (I _{ch} =0.1C)	POWER TERMINAL			
			DISCHARGE		CHARGE	
			Positive	Negative	Positive	Negative
804747	4.5 Ah	0.45 A	A	B	C	B
804748						
804749			E			

B. Constant current charging

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- (1) Charge the battery for 14 to 16 hours at a constant current (see tables).
At the end of the charging, the voltage measured should be less than 31 V.
- (2) Disconnect the DC power supply and the voltmeter from the power terminals.
- (3) Wait 4 hours after the end of the charging.
- (4) Measure the voltage between the two half-batteries.
The voltage difference between the two half-batteries should be less than 1 V.

C. Check of operational capability

- (1) Connect a voltmeter and a discharge bench to the power terminals (see tables).
NOTE: The discharged battery voltage is obtained at the power terminals
- (2) Discharge the battery:
This discharging should be take at least 3 hours.
 - For 20VR4D series battery at 0.8 A down to 20 V.
 - For 20VRED series battery at 0.9 A down to 20 V.
- (3) Disconnect the discharge bench from the power terminals.

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D. Constant voltage charging

- (1) Connect a DC power supply to the power terminals (see tables).

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- (2) Charge the battery for 16 hours at 28.5VDC.

E. Constant current discharging

- (1) Connect a voltmeter and a discharge bench to the power terminals (see tables).

NOTE: The voltage is obtained at the power terminals

- (2) Discharge the battery at 5A (constant current) down to 20V.

This discharging must take 25 minutes at least.

- (3) Disconnect the discharge bench from the power terminals.

5. FINAL STEPS

Refer to **fig. 1**

CAUTION: IF THE BATTERY IS CHARGED FOR MORE THAN 16 HOURS, THE LIFE OF THE CELLS DECREASES.

- A. Charge the battery for 14 to 16 hours at a constant current (see paragraph "Check of Capacity").
- B. Disconnect the DC power supply and the voltmeter from the power terminals.
- C. If the battery is equipped with circuit breakers, disengage them.
- D. Install the battery on the aircraft ((Refer to **TASK 24-32-09-900-801**), paragraph "Installation").
- E. If the battery is equipped with circuit breakers, engage them.
- F. Perform an operational test of the battery ((Refer to **TASK 24-32-09-900-801**), para. "Final steps").

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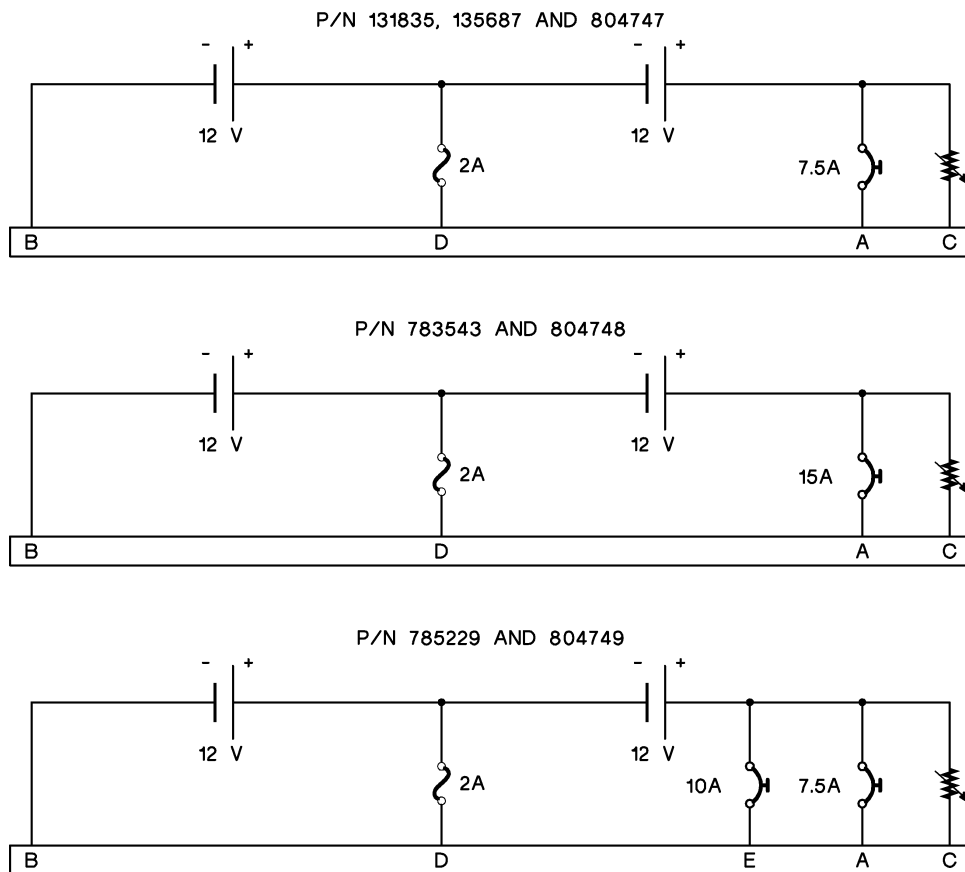


Figure 1: STAND-BY BATTERY CONNECTION

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-710-802

OPERATIONAL TEST OF "SECURAPLANE" XL245 TYPE STAND-BY BATTERIES

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-710-802-01 stand-by horizon battery (**4FG**)
- 24-32-09-710-802-02 IRS 1 battery (**L12FP**)
- 24-32-09-710-802-03 IRS 2 battery (**R12FP**)
- 24-32-09-710-802-04 EID battery (**82FV**)
- 24-32-09-710-802-05 IRS 3 battery (**32FP**)

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT

B. Energy

- ELECTRICAL

C. Access

Reference

- **210A**
- **113FZ**
- **113HZ**
- **PAX**

Designation

NOSE CONE
COCKPIT FLOOR
COCKPIT FLOOR
PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. Open nose cone (**210A**) to gain access to the relevant avionics battery:

- IRS 1 battery (**L12FP**),
- IRS 2 battery (**R12FP**),
- EID battery (**82FV**),
- IRS 3 battery (**32FP**).

B. Remove the following floor panel to gain access to stand-by horizon battery (**4FG**):

- for A/C < 21 without SB F900EX-58 : floor panel (**113FZ**),
- for A/C ≥ 21 or A/C with SB F900EX-58 : floor panel (**113HZ**).

4. OPERATIONAL TEST OF SECURAPLANE BATTERY (**4FG**), (**L12FP**), (**R12FP**), (**82FV**), (**32FP**)

Refer to **fig. 1**

Effectivity: A/C WITH M3203

Rev. Date: JUN 10/2011

24-32-09-710-802

page 1 / 6

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CAUTION: THE BATTERY TEST MUST BE PERFORMED AT TEMPERATURE BETWEEN 20°C (68°F) AND 55°C (131°F).

NOTE: Make sure that the aircraft has not been energized for the two hours preceding the test. The longer the rest after charging, the more accurate the test. The optimum resting time before testing is between 8 and 24 hours.

- A. Press "ENERGY LEVEL TEST SWITCH" pushbutton (1).
- B. After 5 seconds:
 - (1) If green "BATTERY OK" indicator light (4) illuminates, go to paragraph "Final Steps".
 - (2) If red "BATTERY LOW" indicator light (3) illuminates:
 - (a) Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
 - (b) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
 - (c) If green "CHARGER ON" indicator light (5) is illuminated:
 - 1 allow SECURAPLANE battery to be charged for 90 minutes,
 - 2 de-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit"),
 - 3 leave SECURAPLANE battery at rest for 2 hours with the aircraft systems not energized,
 - 4 press again "ENERGY LEVEL TEST SWITCH" pushbutton (1) and, after 5 seconds:
 - a if green "BATTERY OK" indicator light (4) illuminates, then disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit") and go to paragraph "Final Steps".
 - (d) If green "CHARGER ON" indicator light (5) is not illuminated:
 - 1 disengage and then engage circuit breaker (2),
 - 2 if green "CHARGER ON" indicator light (5) is illuminated, perform steps (2.2.B.3.a) through (2.2.B.3.d),
 - 3 if green "CHARGER ON" indicator light (5) remains extinguished:
 - a De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit"),
 - b Disconnect the electrical cable from SECURAPLANE battery,
 - c Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

Make sure that 28 V DC is present on pin C of the aircraft connector.

Effectivity: A/C WITH M3203
Rev. Date: JUN 10/2011
24-32-09-710-802

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

CAUTION: THE OLD BATTERY PACK MUST NOT BE DISPOSED OF IN A FIRE.

- d If the 28 V DC is not present on pin C of the aircraft connector, perform a troubleshoot on aircraft.
 - e If the 28 V DC is present on pin C of the aircraft connector, replace SECURAPLANE battery (Refer to [TASK 24-32-09-900-801](#)).
- NOTE:** Discard the old battery as per regulations relating to lead/acid batteries.
- f De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
 - g Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").
 - h Connect the electrical cable to SECURAPLANE battery.

(e) Test (**fig. 2**)

Depending on the battery(ies) removed:

- 1 IRS 1 battery ([L12FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS1" pushbutton ([L13FP](#)).
 - LH voltmeter ([L1PJ](#)) indicate the IRS 1 battery ([L12FP](#)) voltage ("BAT" green range).
- 2 IRS 2 battery ([R12FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS2" pushbutton ([R13FP](#)).
 - RH voltmeter ([R1PJ](#)) indicate the IRS 2 battery ([R12FP](#)) voltage ("BAT" green range).
- 3 EID battery ([82FV](#)):
 - Gain access to cockpit.
 - On overhead panel, press "EIED" pushbutton ([83FV](#)).
 - LH voltmeter ([L1PJ](#)) indicate the EIED battery ([82FV](#)) voltage ("BAT" green range).
- 4 IRS 3 battery ([32FP](#)):
 - Gain access to cockpit.
 - On overhead panel, press "AHS3" pushbutton ([33FP](#)).
 - RH voltmeter ([R1PJ](#)) indicate the IRS 3 battery ([32FP](#)) voltage ("BAT" green range).
- 5 Stand-by horizon battery ([4FG](#)):
 - Gain access to cockpit.
 - On overhead panel, press "HRZN" pushbutton ([7FG](#)).
 - LH voltmeter ([L1PJ](#)) indicate the stand-by horizon battery ([4FG](#)) voltage ("BAT" green range).

5. FINAL STEPS

Refer to **fig. 1**

- A. As applicable, install the following floor panel:
- for A/C < 21 without SB F900EX-58 : floor panel ([113FZ](#)),
 - for A/C ≥ 21 or A/C with SB F900EX-58 : floor panel ([113HZ](#)).



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CAUTION: BEFORE CLOSING THE NOSE CONE, FOLLOW THE INSTRUCTIONS OF THE INSTRUCTION PLATE ATTACHED TO THE CHASSIS OR TO FRAME 0 DEPENDING ON THE AIRCRAFT.

WHEN CLOSING THE NOSE CONE, RETARD ITS DOWNWARD MOVEMENT BEFORE IT REACHES THE BOTTOM STOP.

- B. If applicable, close nose cone (**210A**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

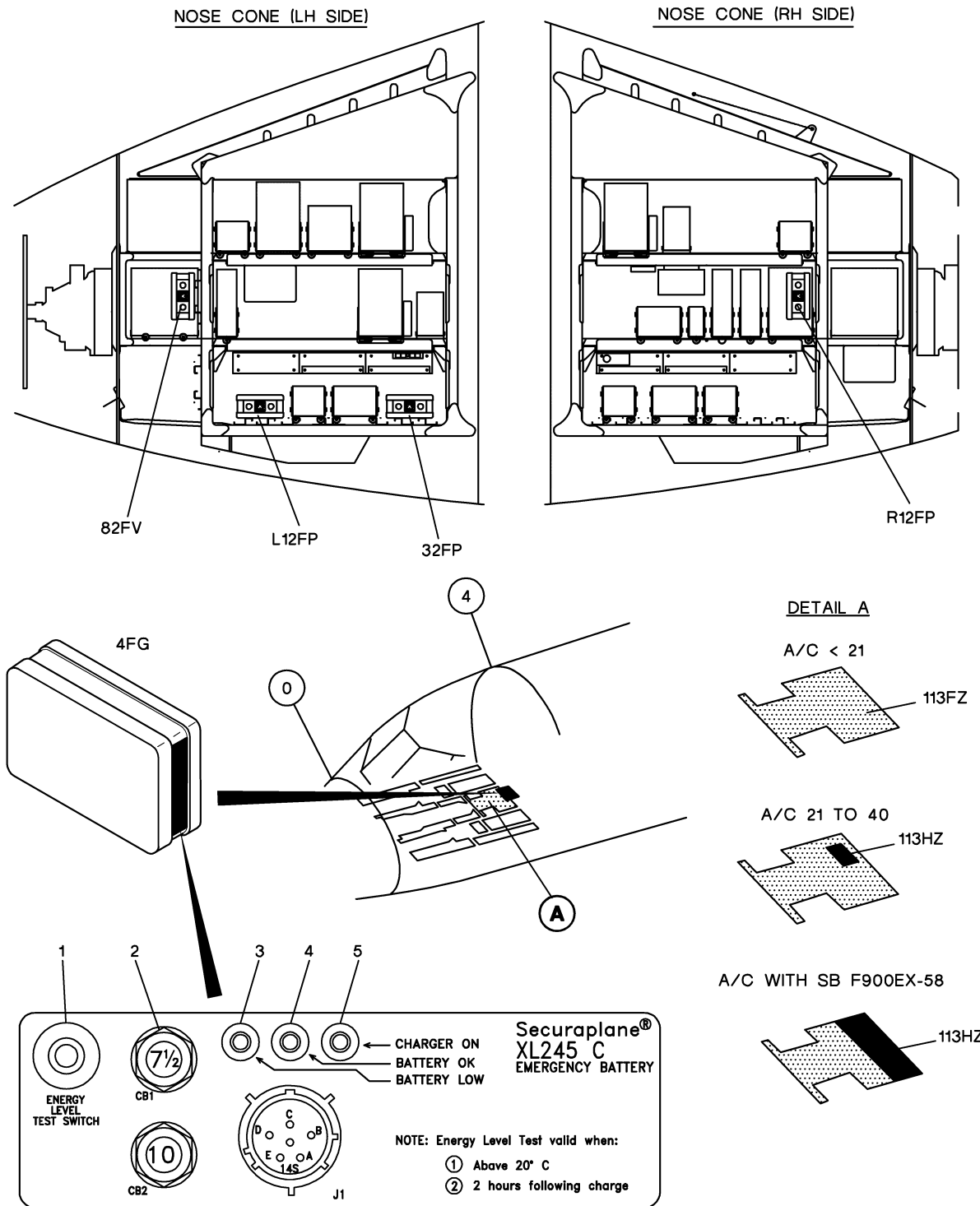


Figure 1: Location of Stand-by Horizon and Avionics Batteries

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

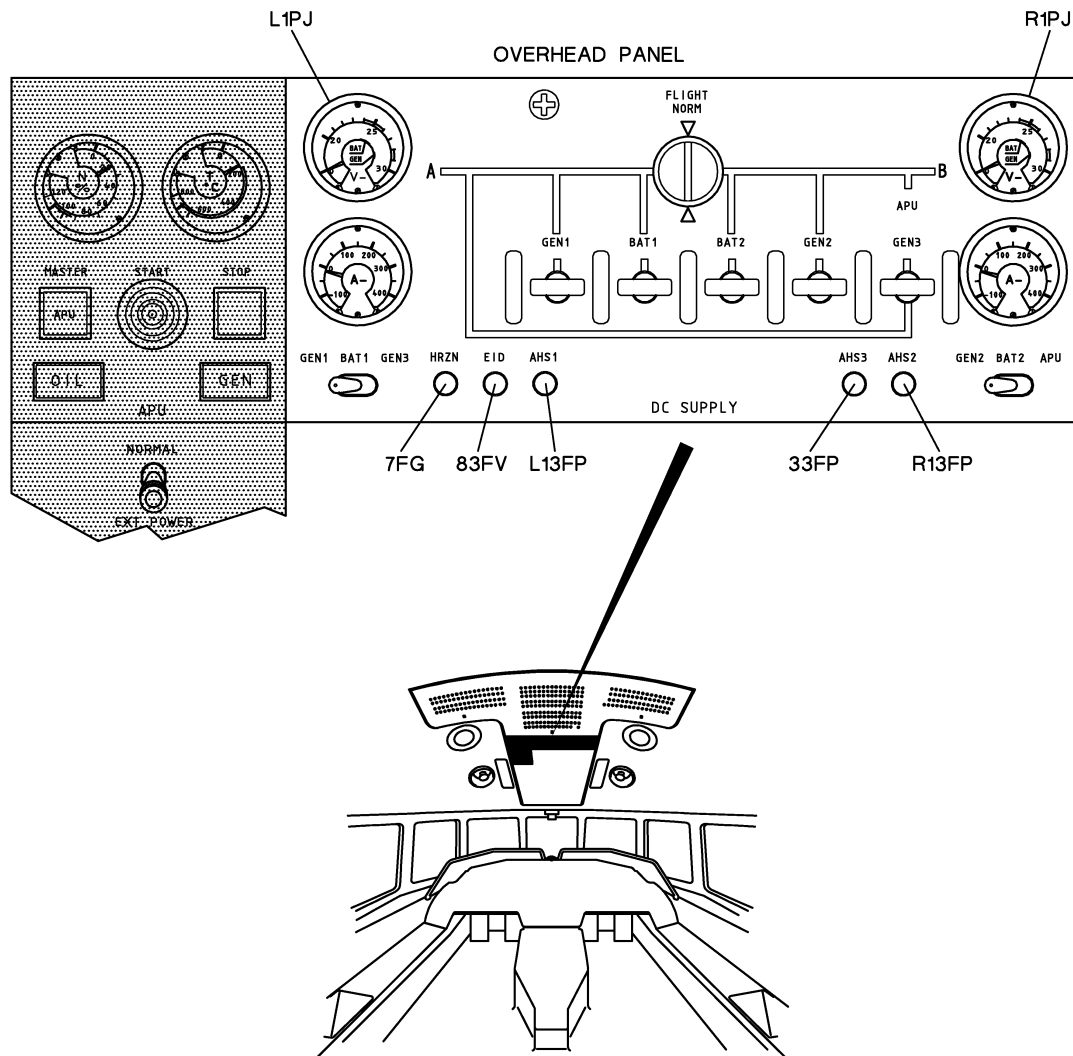


Figure 2: Location of cockpit controls

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 24-32-09-960-802

DISCARD OF "SECURAPLANE" XL245 STAND-BY BATTERIES

1. OVERVIEW OF THE JOB

Operation codes:

- 24-32-09-960-802-01 stand-by horizon battery (**4FG**)
- 24-32-09-960-802-02 IRS 1 battery (**L12FP**)
- 24-32-09-960-802-03 IRS 2 battery (**R12FP**)
- 24-32-09-960-802-04 EID battery (**82FV**)
- **24-32-09-960-802-05** IRS 3 battery (**32FP**)

This task consists of the discard of the Securaplane XL245 series (lead/acid) batteries.

For Removal/Installation of the batteries, refer to the AMM (Refer to **TASK 24-32-09-900-801**).

2. LOGISTICS

A. References

Reference

- **24-32-09-900-801**

Designation

REMOVAL / INSTALLATION OF THE STAND-BY BATTERIES

Project No: **BDHRN002**Job Card No **0156**

Notif.No.: 10049205

Activity: **1010**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **OPC Comm Stby Batt**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 24

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069350 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 243A84

Operator Code: 243A84

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0157**

Notif.No.: 10049045

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: OPC Warning Panel Emergency Power Supply

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 31

Check Type: 2A CHECK

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069262 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

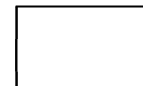
Defect Card Raised

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: 31-52-00-710-801

Operator Code: 31-52-00-710-801-01

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.: **31.010**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>31-52-00-710-801- OPERATIONAL TEST OF THE WARNING PANEL EMERGENCY
01 POWER SUPPLY**

REMARKS : _____

AMM 31-52-00-710-801

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TASK 31-52-00-710-801

OPERATIONAL TEST OF THE WARNING PANEL EMERGENCY POWER SUPPLY

1. OVERVIEW OF THE JOB

Operation code: 31-52-00-710-801-01

The warning panel test function is used to check the control circuits of the following lights:

- "ENGINE 2 FAIL" ([2WW11](#)),
- "LO FUEL 1" ([2WW27](#)),
- "LO FUEL 2" ([2WW28](#)),
- "LO FUEL 3" ([2WW29](#)),
- "AIL FEEL" ([2WW43](#)),
- "PITCH FEEL" ([2WW44](#)),
- "THRUST REVERSER" ([2WW46](#)),
- "ANTI ICE" ([2WW50](#)),
- "L.WHL OVHT" ([2WW54](#)),
- "ECU OVHT" ([2WW55](#)),
- "R.WHL OVHT" ([2WW56](#)),
- "BLEED OVHT" ([2WW57](#)),
- "DOORS" ([2WW64](#)).

NOTE: "CENTRAL TANKS" light ([2WW31](#)) is controlled via its normal power supply circuit.

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [32-60-00-910-802](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
USE OF THE TARGETS FOR FLIGHT SIMULATION

B. Energy

- ELECTRICAL

C. Access

Reference

- [PAX](#)

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

- Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").

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4. CHECK OF THE TEST FUNCTION

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

- A. In the cockpit, on circuit breaker panel (**10PP**), disengage the following circuit breakers and secure them with circuit breaker lockouts:
- in "B1 BUS" section, "WARNINGS-FIRE" zone: "PANEL WARN LIGHTS B" circuit breaker (**R11WW**),
 - in "B1 BUS" section, "WARNINGS-FIRE" zone: "AUDIO WARN B" circuit breaker (**R1WL**).
- B. On circuit breaker panel (**10PP**), make sure that the following circuit breakers are engaged:
- in "A1 BUS" section, "WARNINGS-FIRE" zone: "PANEL WARN LIGHTS A" circuit breaker (**L11WW**),
 - in "A1 BUS" section, "WARNINGS-FIRE" zone: "AUDIO WARN A" circuit breaker (**L1WL**).
- C. On warning panel (**2WW**), set "DIM/BRIGHT" switch (**2WW02**) to "BRIGHT".
- D. On warning panel (**2WW**), set "TEST" switch (**2WW01**) to "LIGHTS" and hold it in that position.
- (1) Make sure that the audio warning ("GONG") is heard.
 - (2) On warning panel (**2WW**), make sure that all the indicator lights are illuminated.
 - (3) Check for illumination of the green light (**2WW69**).
 - (4) Make sure that the red "MASTER WARNING" switch/lights (**L5WW**) and (**R5WW**) are flashing.
 - (5) Make sure that the amber "MASTER CAUTION" switch/lights (**L4WW**) and (**R4WW**) are illuminated steady.
 - (6) On warning panel (**2WW**), set "DIM/BRIGHT" switch (**2WW02**) to "DIM".
 - (7) On warning panel (**2WW**), make sure that all the indicator lights are dimmed.
- E. On warning panel (**2WW**), release "TEST" switch (**2WW01**).
- F. On circuit breaker panel (**10PP**),
- (1) Disengage the following circuit breakers and secure them with circuit breaker lockouts:
 - in "A1 BUS" section, "WARNINGS-FIRE" zone: "PANEL WARN LIGHTS A" circuit breaker (**L11WW**),
 - in "A1 BUS" section, "WARNINGS-FIRE" zone: "AUDIO WARN A" circuit breaker (**L1WL**).
 - (2) Remove the circuit breaker lockouts from the following circuit breakers:
 - in "B1 BUS" section, "WARNINGS-FIRE" zone: "PANEL WARN LIGHTS B" circuit breaker (**R11WW**),
 - in "B1 BUS" section, "WARNINGS-FIRE" zone: "AUDIO WARN B" circuit breaker (**R1WL**).
 - (3) Engage these circuit breakers.
- G. Repeat steps 3 through 5.
- H. On circuit breaker panel (**10PP**), engage the following circuit breakers:

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- in "A1 BUS" section, "WARNINGS-FIRE" zone: "PANEL WARN LIGHTS A" circuit breaker (**L11WW**),
- in "A1 BUS" section, "WARNINGS-FIRE" zone: "AUDIO WARN A" circuit breaker (**L1WL**).

5. CHECK OF INHIBIT FUNCTIONS

Refer to **fig. 1**, **fig. 2**, **fig. 3** and **fig. 4**

- A. Test of inhibit function on illumination of the red "CABIN" warning light (**2WW66**)
- (1) Make sure that the aircraft is in ground configuration (weight-on-wheels).
 - (2) On circuit breaker panel (**10PP**), make sure that "CABIN PRESS" circuit breaker (**1HP**) is engaged.
 - (3) On emergency pressurization controller (**9HP**), make sure that the "AUTO/MAN" switch is set to "AUTO".
 - (4) On throttle control unit (**500EC**), make sure that the three throttle levers (**L500EC**), (**M500EC**) and (**R500EC**) are set to the STOP position.
 - (5) On automatic pressurization controller (**3HP**), press and hold the "TEST" pushbutton.
 - (a) Make sure that the red "CABIN" warning light (**2WW66**) on warning panel (**2WW**) illuminates.
 - (b) Make sure that the red "MASTER WARNING" switch/lights (**L5WW**) and (**R5WW**) do not illuminate.
 - (c) Make sure that the CABIN voice warning is heard.
 - (d) On throttle control unit (**500EC**), set one of the three throttle levers to the FULL POWER position.
 - (e) Make sure that the red "MASTER WARNING" switch/lights (**L5WW**) and (**R5WW**) are flashing.
 - (6) On automatic pressurization controller (**3HP**), release the "TEST" pushbutton.
 - (a) Make sure that the red "CABIN" warning light (**2WW66**) extinguishes and the CABIN voice warning is no longer heard.
 - (b) Press one of the red "MASTER WARNING" switch/lights (**L5WW**) and (**R5WW**).
 - (c) Make sure that the red "MASTER WARNING" switch/lights (**L5WW**) and (**R5WW**) extinguish.
 - (7) Set all the throttle levers on throttle control unit (**500EC**) to the STOP position.
 - (8) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-Energization with the Electrical Ground Power Unit").
- B. Check of inhibit function on illumination of the amber "BUS TIED" light (**2WW22**)
- (1) On the center circuit breaker panel, make sure that "LH AUTO SLAT" circuit breaker (**L1CM**) and "RH AUTO SLAT" circuit breaker (**R1CM**) are engaged.
CAUTION: THE AIRCRAFT SYSTEMS MUST BE ENERGIZED WITH THE A/C BATTERIES TO PERFORM THE FOLLOWING TEST WHICH TAKES LESS THAN ONE MINUTE. THE A/C SYSTEMS MUST BE DE-ENERGIZED AS SOON AS THE SUPPLY FROM THE BATTERIES IS NO LONGER REQUIRED.
 - (2) Energize the aircraft systems with the batteries (Refer to **TASK 24-00-00-860-801**, paragraph "Energization from Batteries (**L1PE**)/(**R1PE**)").

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- (3) If necessary, reset "MASTER CAUTION" switch/lights (**L4WW**) and (**R4WW**) and "MASTER WARNING" switch/lights (**L5WW**) and (**R5WW**).
- (4) On the overhead panel, set "FLIGHT NORM" rotary switch (**4PA**) to the horizontal position (Bus A and B tied).
- (5) On warning panel (**2WW**), make sure that the amber "BUS TIED" light (**2WW22**) illuminates.
- (6) Make sure that the amber "MASTER CAUTION" switch/lights (**L4WW**) and (**R4WW**) remain extinguished.
- (7) On the overhead panel, set "FLIGHT NORM" rotary switch (**4PA**) to the vertical position (Bus A and B untied).
- (8) On warning panel (**2WW**), make sure that the amber "BUS TIED" light (**2WW22**) is extinguished.
- (9) Set one of the three throttle levers on throttle control unit (**500EC**) to the FULL POWER position.
- (10) If necessary, reset "MASTER CAUTION" switch/lights (**L4WW**) and (**R4WW**) and "MASTER WARNING" switch/lights (**L5WW**) and (**R5WW**).
- (11) On the overhead panel, set "FLIGHT NORM" rotary switch (**4PA**) to the horizontal position (Bus A and B tied).
- (12) On warning panel (**2WW**), make sure that the amber "BUS TIED" light (**2WW22**) illuminates.
- (13) Make sure that the amber "MASTER CAUTION" switch/lights (**L4WW**) and (**R4WW**) remain extinguished.
- (14) On the overhead panel, set "FLIGHT NORM" rotary switch (**4PA**) to the vertical position (Bus A and B untied).
- (15) On warning panel (**2WW**), make sure that the amber "BUS TIED" light (**2WW22**) extinguishes.
- (16) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-Energization from Batteries (**L1PE**)/(**R1PE**)").
- (17) Install in-flight simulating tool (Refer to **TASK 32-60-00-910-802**, paragraph "Use").
- (18) Energize the aircraft systems with the batteries (Refer to **TASK 24-00-00-860-801**, paragraph "Energization from Batteries (**L1PE**)/(**R1PE**)").
- (19) If necessary, reset "MASTER CAUTION" switch/lights (**L4WW**) and (**R4WW**) and "MASTER WARNING" switch/lights (**L5WW**) and (**R5WW**).
- (20) On the overhead panel, set "FLIGHT NORM" rotary switch (**4PA**) to the horizontal position (Bus A and B tied).
- (21) On warning panel (**2WW**), make sure that the amber "BUS TIED" light (**2WW22**) illuminates.
- (22) Make sure that the amber "MASTER CAUTION" switch/lights (**L4WW**) and (**R4WW**) illuminate.
NOTE: The illumination of "MASTER CAUTION" switch/lights (**L4WW**) and (**R4WW**) is associated with a single gong audio warning.
- (23) Set the throttle lever on throttle control unit (**500EC**) to the STOP position.
- (24) Make sure that the amber "MASTER CAUTION" switch/lights (**L4WW**) and (**R4WW**) extinguish.
- (25) On the overhead panel, set "FLIGHT NORM" rotary switch (**4PA**) to the vertical position (Bus A and B untied).



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(26) On warning panel (**2WW**), make sure that the amber "BUS TIED" light (**2WW22**) extinguishes.

6. FINAL STEPS

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-Energization from Batteries (**L1PE**)/(**R1PE**)").
- B. Remove in-flight simulating tool (Refer to **TASK 32-60-00-910-802**, paragraph "Removal").
- C. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

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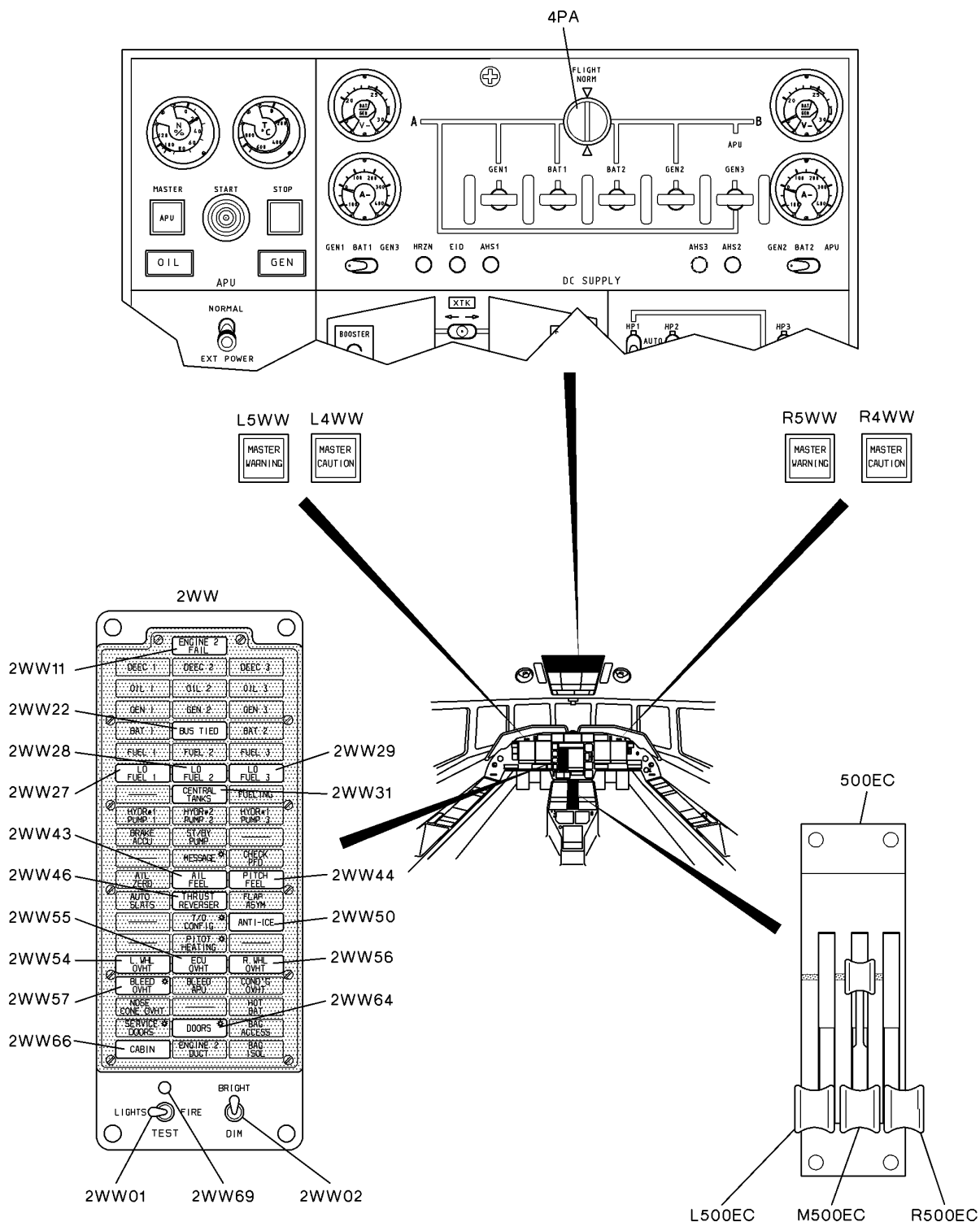


Figure 1: Location of Cockpit Controls (1/2)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

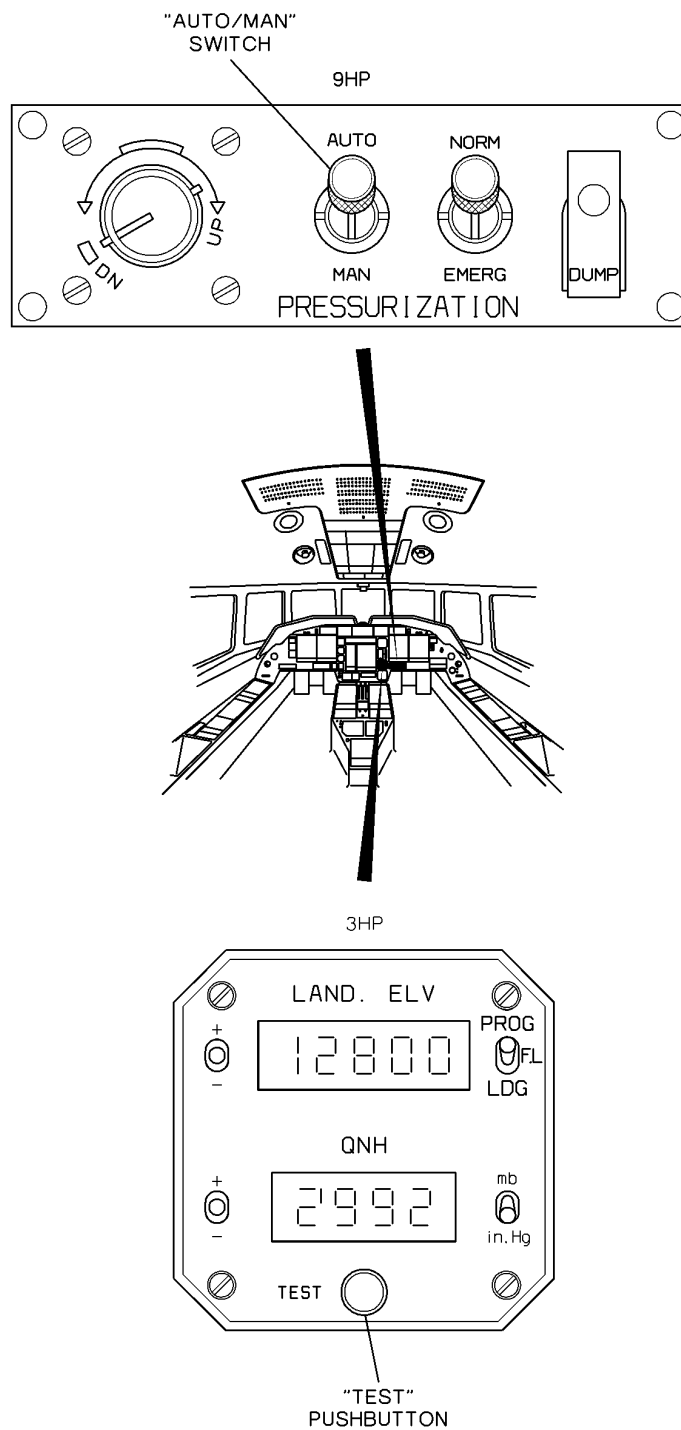


Figure 2: Location of Cockpit Controls (2/2)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

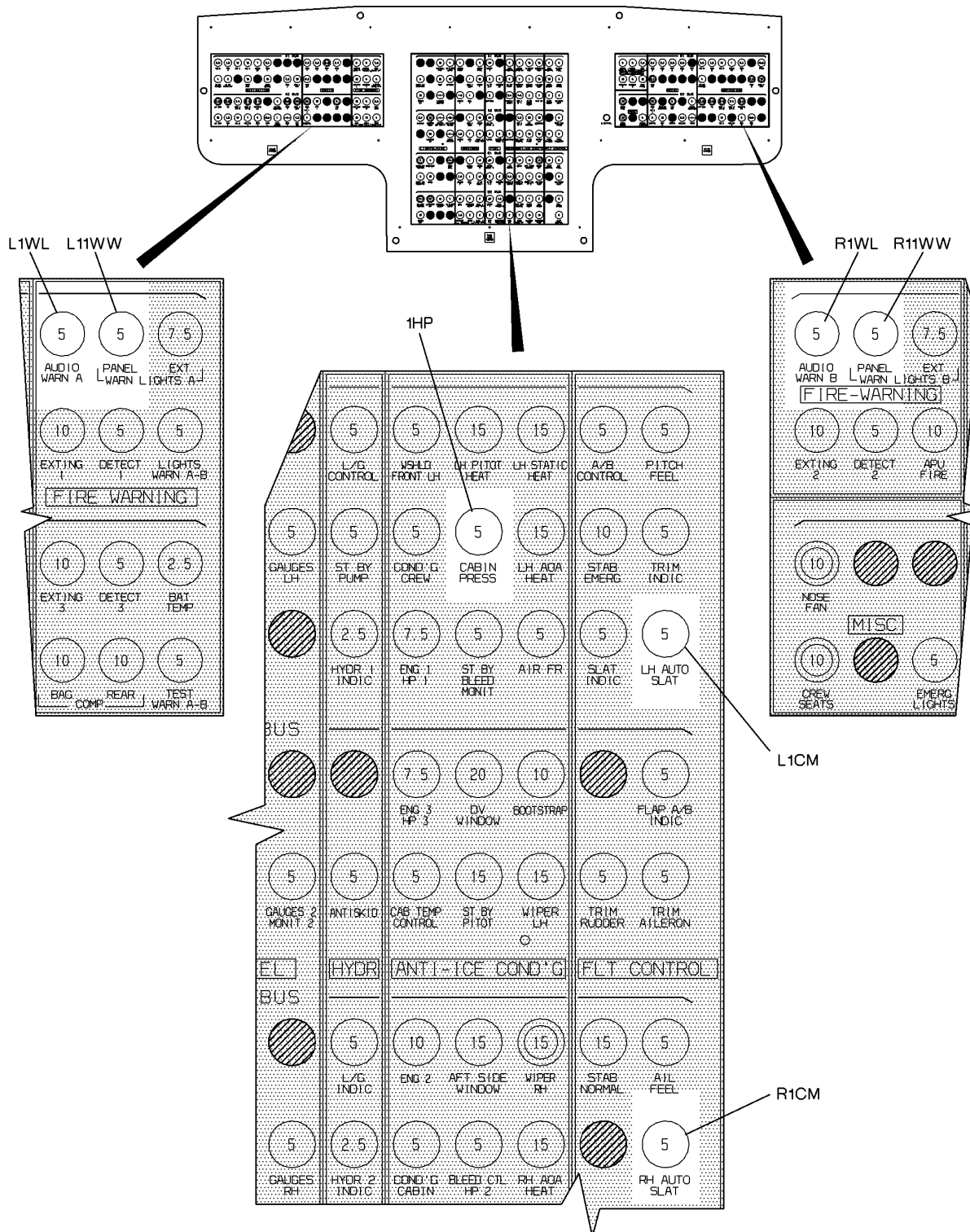


Figure 3: Location of Circuit Breakers (A/C < 23)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

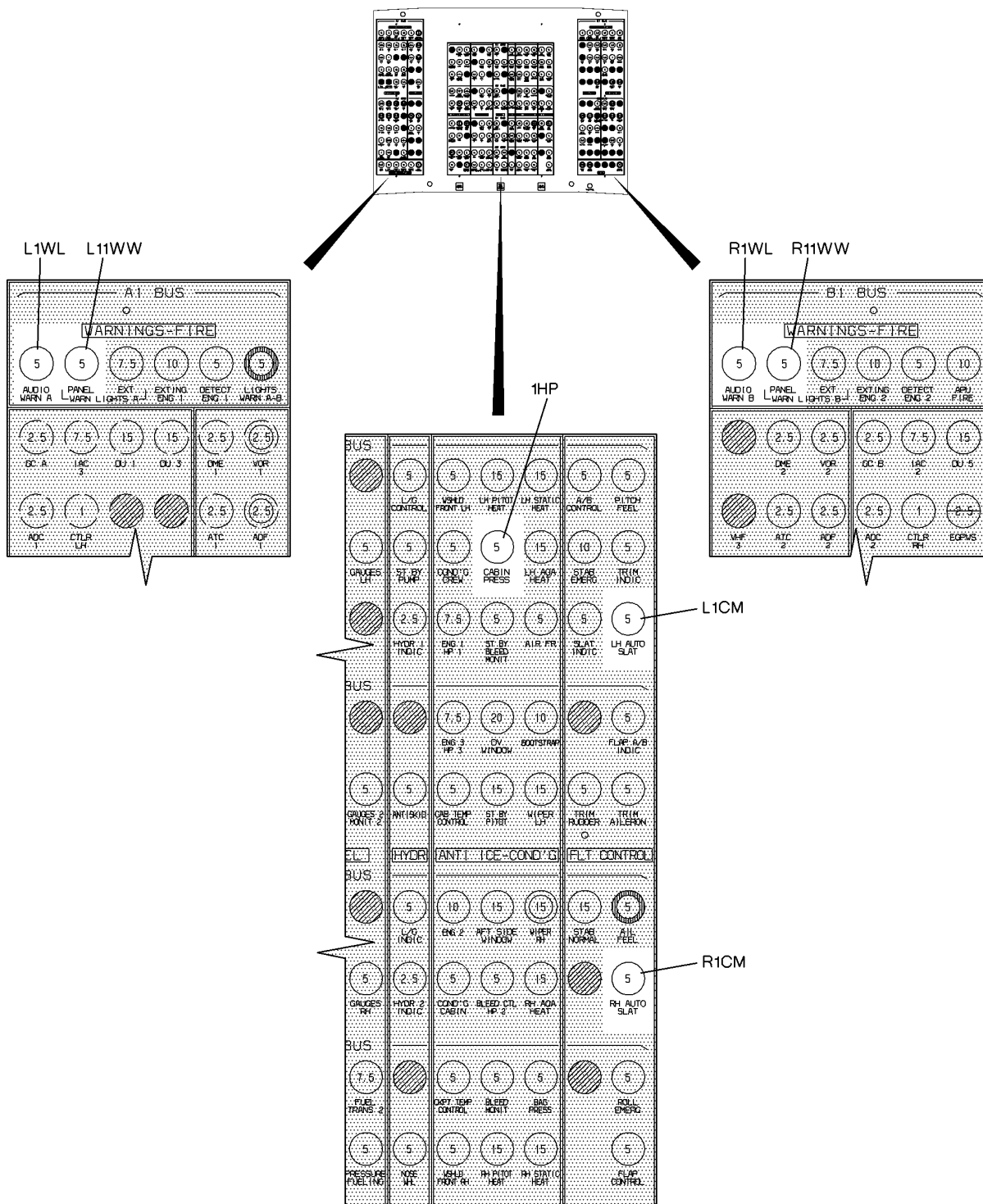


Figure 4: Location of Circuits Breakers ($A/C \geq 23$)

Project No: **BDHRN002**Job Card No **0158**

Notif.No.: 10049094

Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **OPC Fdr System**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 31

Check Type: 2A+ Inspection

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069260 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

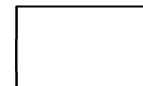
Defect Card Raised

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: 31-31-00-710-802

Operator Code: 31-31-00-710-802-01

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.: **31.120**

Serial No.: **096**

Model: **FALCON 900EX**
PKG # 12 2A+ INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

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

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

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

31-31-31-900-801-01

DIGITAL FLIGHT DATA RECORDER

AMM 31-31-31-900-801

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT <input type="checkbox"/> DAMAGED <input type="checkbox"/> UNKNOWN
<i>If removed P/N & S/N information is incorrect please provide details below.</i>					
REMOVED P/N	980-4710-003		S/N	0339	
INSTALLED P/N			S/N		
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS
	HRS		HRS		
	LDGS		LDGS		
				WARRANTY TIME REMAINING	MOS
					HRS
					LDGS
				TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

>31-31-00-710-802- OPERATIONAL TEST DIGITAL FLIGHT DATA RECORDER 01

REMARKS : _____

AMM 31-31-00-710-802

31-31-00-720-802-01 FUNCTIONAL TEST DIGITAL FLIGHT DATA RECORDER 57-PARAMETER

REMARKS : _____

AMM 31-31-00-720-802 NOTE: REFER TO COUNTRY OF REGISTRATION.

31-31-00-720-803-01 FUNCTIONAL TEST DIGITAL FLIGHT DATA RECORDER 32-PARAMETER

REMARKS : _____

AMM 31-31-00-720-803 NOTE: REFER TO COUNTRY OF REGISTRATION.

Operator: **HERON AVIATION**

Work Card No.: **31.120**

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							

31-31-00-970-801-01 DOWNLOAD DIGITAL FLIGHT DATA RECORDER

REMARKS : _____

NOTE: REFER TO COUNTRY OF REGISTRATION.

AMM 31-31-00-970-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 31-31-31-900-801

REMOVAL / INSTALLATION OF THE FLIGHT DATA RECORDER (FDR)

1. OVERVIEW OF THE JOB

Operation code: 31-31-31-900-801-01 FDR (**14FZ**)

2. LOGISTICS

A. References

Reference	Designation
• 31-31-00-710-802	OPERATIONAL TEST OF THE FLIGHT DATA RECORDER (FDR) SYSTEM

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• LOCKWIRE	MS20995C32

D. Energy

- ELECTRICAL

E. Access

Reference	Designation
• MSD	SERVICING COMPARTMENT DOOR
• PAX	PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. In the cockpit, on LH circuit breaker panel (**10PP**), disengage "FLIGHT RECORDER" circuit breaker (**1FZ**).

4. REMOVAL OF FLIGHT DATA RECORDER (FDR) (**14FZ**)

- A. Removal of ALLIED SIGNAL "AR-Series" FDR (**14FZ**) (A/C with M 2842) (**fig. 2**)

- (1) In the mechanic's servicing compartment (**MSD**):

- (a) Disconnect the electrical cable from connector (1).
- (b) Remove the six screws with their washers (2).
- (c) Carefully extract FDR (**14FZ**) from its support (3).

- B. Removal of ALLIED SIGNAL "Solid State" FDR (A/C with M 1978 or M 2140) (**fig. 3**)

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- (1) In the mechanic's servicing compartment (**MSD**):
 - (a) Unsafety the two quick-disconnect locks (1) by cutting lockwire (2).
 - (b) Loosen and clear the two quick-disconnect locks (1).
 - (c) Carefully extract FDR (**14FZ**) from its support rack (3).

5. INSTALLATION OF FDR (14FZ)

- A. Installation of ALLIED SIGNAL "AR-Series" FDR (**14FZ**) (A/C with M 2842) (**fig. 2**)

- (1) In the mechanic's servicing compartment (**MSD**):
 - (a) Position FDR (**14FZ**) on its support (3).
 - (b) Tighten the six screws with their washers (2).
 - (c) Connect the electrical cable to connector (1).

- B. Installation of ALLIED SIGNAL "Solid State" FDR (**14FZ**) (A/C with M 1978 or M 2140) (**fig. 3**)

- (1) In the mechanic's servicing compartment (**MSD**):
 - (a) Position FDR (**14FZ**) on its support rack (3) and bring it in contact with its locating pins.
NOTE: The two locating pins are located at the rear of the support rack (3).
 - (b) Tighten the two quick-disconnect locks (1).
 - (c) Safety the two quick-disconnect locks (1) with lockwire (2).

6. FINAL STEPS

Refer to **fig. 1**

- A. In the cockpit, on LH circuit breaker panel (**10PP**), engage "FLIGHT RECORDER" circuit breaker (**1FZ**).
- B. Perform the operational test of FDR (**14FZ**) (Refer to **TASK 31-31-00-710-802**).

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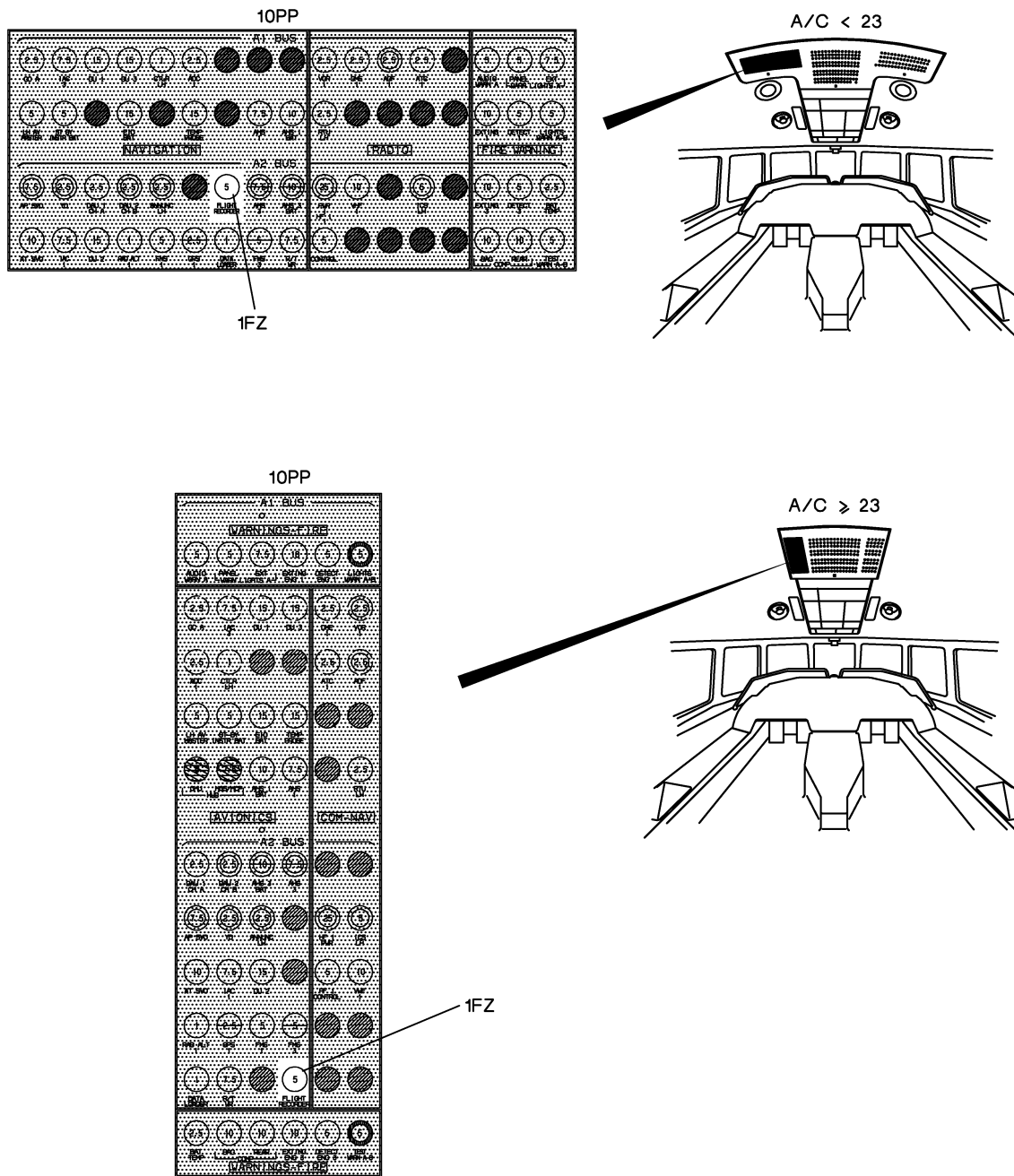


Figure 1: Location of Cockpit Controls

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

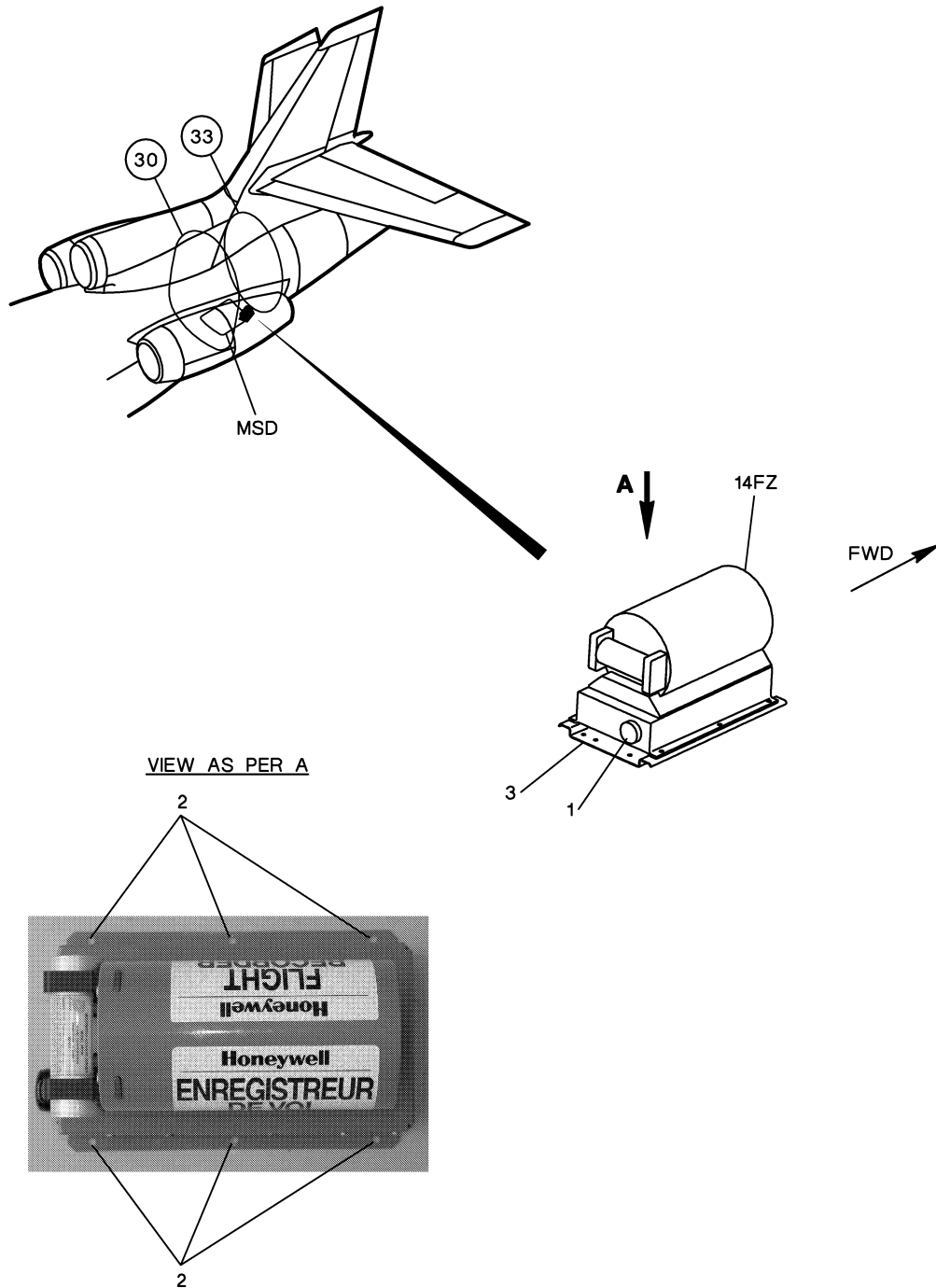


Figure 2: Removal/Installation of ALLIED SIGNAL "AR-Series" FDR (A/C WITH M 2842)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

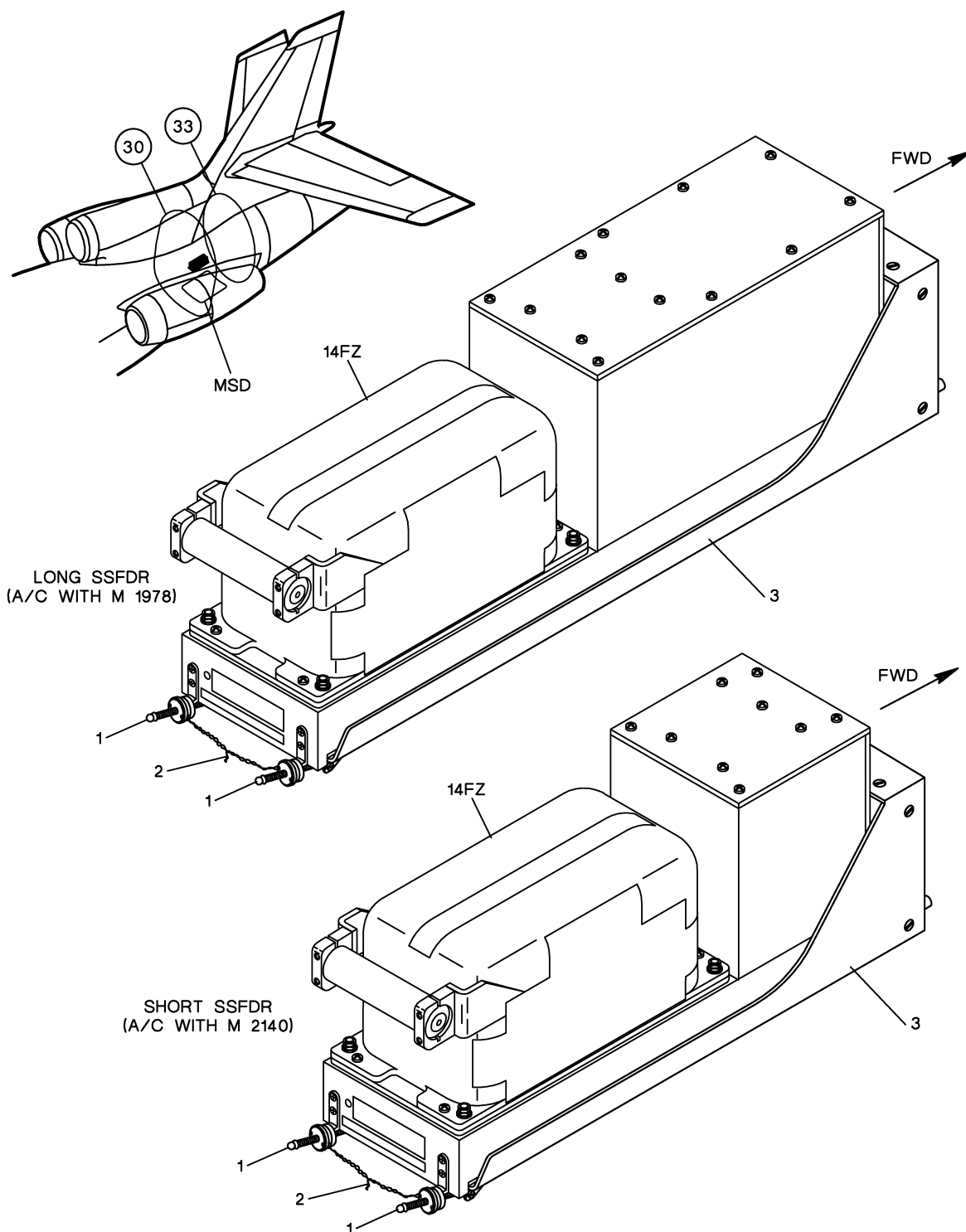


Figure 3: Removal/Installation of ALLIED SIGNAL "Solid State" FDR (A/C WITH M 1978 OR M 2140)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 31-31-00-710-802 OPERATIONAL TEST OF THE FLIGHT DATA RECORDER (FDR) SYSTEM

1. OVERVIEW OF THE JOB

Operation code: 31-31-00-710-802-01

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT

B. Energy

- ELECTRICAL

C. Access

Reference

- [PAX](#)

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

- Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").

4. OPERATIONAL TEST

Refer to **fig. 1**

- A/C with 32-parameter DFDR ([14FZ](#)):

- Check that the "DFDR" message (1) is not displayed on Engine Instrument Display ([62FV](#)).
- If not, troubleshoot the DFDR installation.

- A/C with 57-parameter DFDR ([14FZ](#)):

- Check that:
 - the "DFDR" message (1) is not displayed on engine instrument display ([62FV](#)).
 - the "FDAU" and "DFDR" lights ([556FZ](#)) and ([555FZ](#)) on flight data entry panel ([703FZ](#)) are extinguished.
- If not, troubleshoot the DFDR installation.

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5. FINAL STEPS

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- B. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

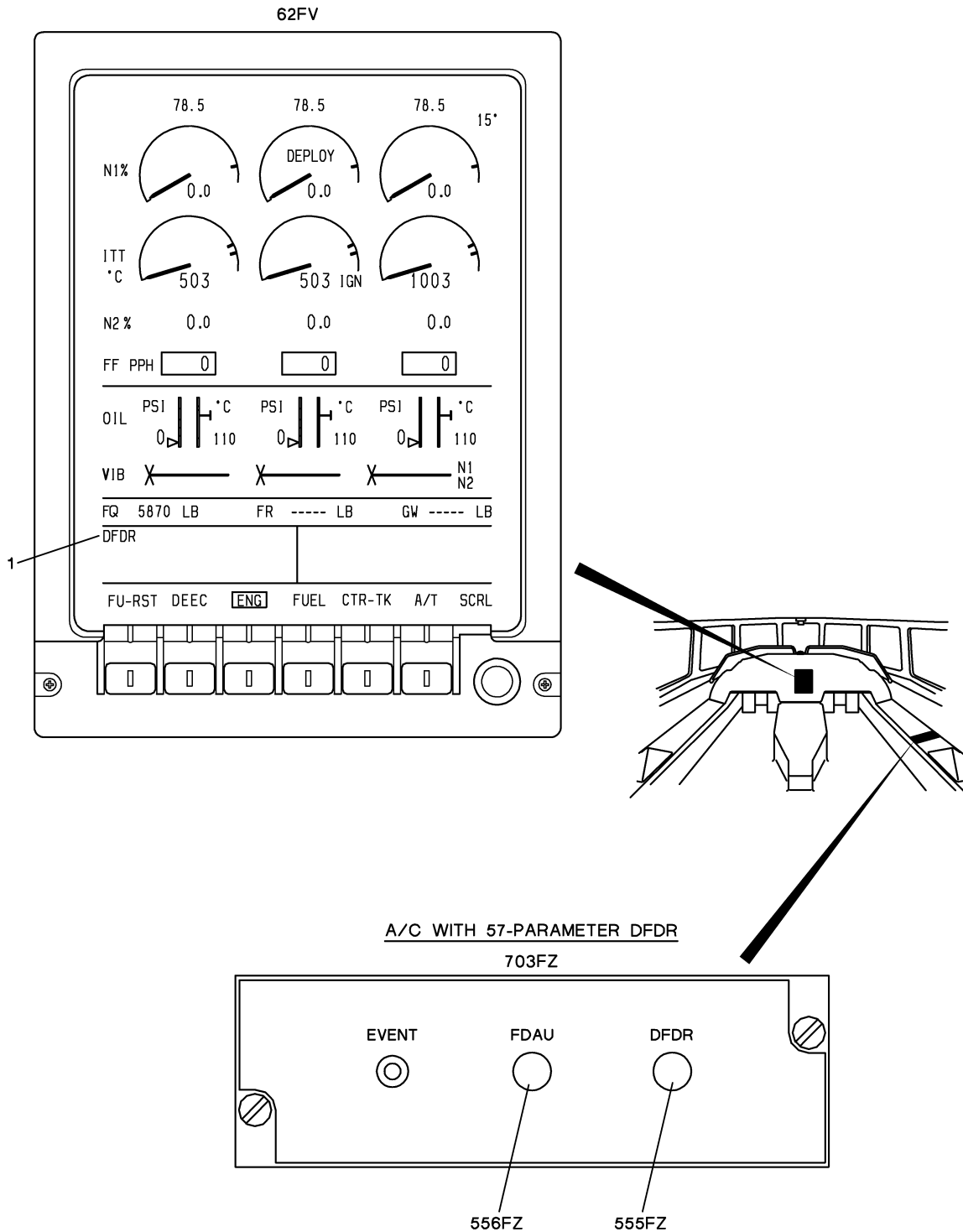


Figure 1: Location of DFDR Fault Displays

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 31-31-00-720-802 FUNCTIONAL TEST OF THE 57-PARAMETER FDR

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM OPERATIONS ON ACTIVE FLIGHT CONTROLS IF THE FOLLOWING INSTRUCTIONS ARE NOT OBSERVED:

- THE FLIGHT CONTROLS MANEUVERING SPACES MUST BE UNOBSTRUCTED,
- APPROPRIATE SAFETY FENCES AND WARNING LIGHTS MUST BE INSTALLED AROUND THE AIRCRAFT,
- THE PERSONNEL INSIDE THE FENCED AREA MUST BE AWARE OF THE ONGOING OPERATIONS AND OF THE ASSOCIATED HAZARDS.

1. OVERVIEW OF THE JOB

Operation code: 31-31-00-720-802-01 FDR (**14FZ**)

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 27-00-00-910-804	USE OF THE FLIGHT CONTROL SURFACE DEFLECTION MEASURING FIXTURES
• 29-00-00-860-801	PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC SYSTEMS
• 31-31-09-720-801	FUNCTIONAL TEST OF THE FDR / CVR ACCELERATION CONTACTS
• 31-31-33-900-801	REMOVAL / INSTALLATION / ADJUSTMENT OF THE FDR FLIGHT CONTROL SURFACE POSITION SENSORS
• 31-31-37-820-801	ADJUSTMENT OF THE FDR FLIGHT CONTROL POSITION POTENTIOMETERS
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS
• 32-60-00-910-801	USE OF THE GROUND / FLIGHT BOX
• 71-00-00-910-802	ENGINE INSPECTION RUN-UP
• 78-30-00-910-802	DEPLOYMENT / STOWING OF THE THRUST REVERSER

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• 964-0446-001	HHDLU (HAND HELD DOWNLOAD UNIT)	
• 704-2688-001	HHDLU CONNECTING HARNESS	

C. Energy

- ELECTRICAL
- HYDRAULIC

D. Access

Reference	Designation
• MSD	SERVICING COMPARTMENT DOOR

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- **PAX** PASSENGER DOOR
- **711AB** NLG MAIN DOOR
- **712AB** NLG MAIN DOOR
- **731AB** LH MLG MAIN DOOR

E. Miscellaneous

- SAFETY FENCES (LOCAL PROCUREMENT)
- WARNING LIGHTS (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

- A. Install the safety fences and the warning lights.
- B. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- C. Connect the hydraulic ground power unit to systems 1 and 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Connection of the Hydraulic Ground Power Unit").
- D. Connect the ground/flight box (Refer to **TASK 32-60-00-910-801**, paragraph "Installation").
- E. Open LH main landing gear door (**731AB**) (Refer to **TASK 32-10-00-860-801**).
- F. Disconnect connector (**9GA**) (L/G control unit) in the LH L/G compartment (**731AB**).
- G. Close LH main landing gear door (**731AB**) (Refer to **TASK 32-10-00-860-801**).
- H. Install a pennant indicating that connector (**9GA**) is disconnected.
- I. Using Hand Held DownLoad Unit (HHDLU) connecting harness (**704-2688-001**), connect the HHDLU (**964-0446-001**) to DFDR test connector (**8FZ**) located in the rear compartment (MSD).

WARNING: PERSONNEL INJURIES CAN RESULT FROM ANY OPERATION ON FLIGHT CONTROL SYSTEM EQUIPMENT. ELECTRICAL AND HYDRAULIC POWER SUPPLIES ARE PROHIBITED WHILE INSTALLING FLIGHT CONTROL SURFACE DEFLECTION MEASURING FIXTURES.

- J. Install the LH aileron deflection measuring fixtures (Refer to **TASK 27-00-00-910-804**, paragraph "Use of Aileron Deflection Measuring Fixture").
- K. Install the rudder deflection measuring fixture (Refer to **TASK 27-00-00-910-804**, paragraph "Use of Rudder Deflection Measuring Fixture").
- L. Install the LH elevator deflection measuring fixture (Refer to **TASK 27-00-00-910-804**, paragraph "Use of Elevator Deflection Measuring Fixture").
- M. Make sure that overhead panel switches "DEEC 1" (**L2EP**), "DEEC 2" (**M2EP**) and "DEEC 3" (**R2EP**) are set to "AUTO".

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- N. On circuit breaker panel (**10PP**), disengage the following circuit breakers (**fig. 1**):
- (1) On LH breaker panel:
 - "EXTING 1" (A/C without M 1848) or "EXTING ENG 1" (A/C with M 1848) (**L1WB**),
 - "EXTING 3" (A/C without M 1848) or "EXTING ENG 3" (A/C with M 1848) (**R1WB**),
 - "DETECT 1" (A/C without M 1848) or "DETECT ENG 1" (A/C with M 1848) (**L1WG**),
 - "DETECT 3" (A/C without M 1848) or "DETECT ENG 3" (A/C with M 1848) (**R1WG**),
 - "REAR COMP" (**11WG**),
 - "BAG COMP" (**21WG**).
 - (2) On RH breaker panel:
 - "EXTING 2" (A/C without M 1848) or "EXTING ENG 2" (A/C with M 1848) (**M1WB**),
 - "DETECT 2" (A/C without M 1848) or "DETECT ENG 2" (A/C with M 1848) (**M1WG**),
 - "APU FIRE" (**21WB**).
- O. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

4. FUNCTIONAL CHECK OF DFDR

- A. Check of the acceleration contact logic circuit
- (1) Perform a functional test of DFDR acceleration contact (Refer to **TASK 31-31-09-720-801**, paragraph "Functional test of DFDR acceleration contact (**15FZ**)").
- B. Check of power supply
- (1) Make sure that "FLIGHT RECORDER" circuit breaker (**1FZ**) (**fig. 1**) is engaged.
 - (2) Check that HHDLU (**964-0446-001**) connected to DFDR (**14FZ**) is energized.
 - (3) Disengage "FLIGHT RECORDER" circuit breaker (**1FZ**) (**fig. 1**).
 - (4) Check that HHDLU (**964-0446-001**) is not energized.
 - (5) Engage "FLIGHT RECORDER" circuit breaker (**1FZ**) (**fig. 1**).
- C. Check of downloading function
- (1) Using HHDLU reader provided with a cartridge memory, store the parameters in memory:
 - Check that "DFDR" light on Flight Data Entry Panel (FDEP) (**703FZ**) is illuminated during the transfer.
- D. Reading and check of DFDR parameters
- (1) Acquisition of system parameters
- NOTE 1: Legend for the following tables:
- "PARAMETER" column: name of the parameter,
 - "WORD" and "BIT No." and "SUB-FRAME" (if specified) columns: location of the parameter (used to set the HHDLU),
 - "OBS." column (if specified): additional data such as A/C initial configuration, origin of the data, etc.,

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- "ACTION" column: action to be performed to test the parameter,
- "DESIRED VALUE" column: A/C physical value to be reached when the "ACTION" is performed,
- "HHDLU EXPECTED VALUE" column: coded value expected on the HHDLU (corresponding to the "DESIRED VALUE" to within tolerances),
- "HHDLU READ VALUE" column: coded value read on the HHDLU (to be compared with the HHDLU expected value).

NOTE 2: The HHDLU must be set as follows:

- Base selection:
 - "BIN" (binary base) for checking the bit status changes,
 - "DEC" (decimal base) for checking all the other parameters.
- Sub-frame selection ("SF") set to the specified value or to "ALL" (if no value is specified).

NOTE 3: It is not necessary to test some of the parameters which are already tested during avionics tests. All DFDR-dedicated bus, analog and discrete parameters, listed hereafter, are to be tested.

- (a) After each following check, reset all the controls used during these tests to their initial configuration.

PARAMETER	WORD	BIT No.	SUB-FRAME	OBS.	ACTION	DESIRED VALUE	HHDLU EXPECTED VALUE	HHDLU READ VALUE
BITE	256	12-1	3		None	NO FAULT = all bits at 0		
NORMAL ACCELERATION	2, 34, 66, 98, 130, 162, 194, 226	12-1	ALL	From accelerometer (4FZ)	None	1 g	152 ± 26	
PILOT PTT	107	11	ALL	RTU 1 (L12RC) energized	Press pilot push-to-talk button (L8TB3)	Active PTT Bit 11 = 0		
COPILOT PTT	107	10	ALL	RTU 2 (R12RC) energized	Press copilot push-to-talk button (R8TB3)	Active PTT Bit 10 = 0		

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PARAMETER	WORD	BIT No.	SUB-FRAME	OBS.	ACTION	DESIRE D VALUE	HHDLU EXPECTED VALUE	HHDL U READ VALUE
MASTER WARNING	99	12	ALL	Red "MASTER WARNING" lights (<u>L5WW</u>)/ (<u>R5WW</u>) flash	Set "TEST" switch (<u>2WW01</u>) on warning panel (<u>2WW</u>) to LIGHTS position	Illuminated Bit 12 = 0		
DOORS	99	7	ALL	"DOORS" light (<u>2WW64</u>) illuminates		Open Bit 7 = 0		
CABIN	94, 222	7	ALL	"CABIN" light (<u>2WW66</u>) illuminates		Illuminated Bit 7 = 0		
HOT BAT	113	2	ALL	"HOT BAT" (<u>2WW62</u>) light illuminates		Illuminated Bit 2 = 0		
CHECK PFD	113	3	ALL	"CHECK PFD" (<u>2WW41</u>) light illuminates		Illuminated Bit 3 = 0		

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PARAMETER	WORD	BIT No.	SUB-FRAME	OBS.	ACTION	DESIRE D VALUE	HHDLU EXPECTED VALUE	HHDL U READ VALUE
T/R	239	3	ALL	"THRUST REVERSER" (2WW46) light illuminates	Set "TEST" switch (2WW01) on warning panel (2WW) LIGHTS position to	Illuminated Bit 3 = 0		
L. WHL OVHT	113	5	ALL	"L. WHL OVHT" light (2WW54) illuminates		Illuminated Bit 5 = 0		
R. WHL OVHT	113	6	ALL	"R. WHL OVHT" light (2WW56) illuminates		Illuminated Bit 6 = 0		
ENGINE 2 DUCT	113	7	ALL	"ENGINE 2 DUCT" light (2WW67) illuminates		Illuminated Bit 7 = 0		
ENGINE 2 FAIL	230	8	ALL	"ENGINE 2 FAIL" light (2WW11) illuminates		Illuminated Bit 8 = 0		
AIR/GROUND SENSOR	14, 78, 142, 206	2	ALL	(Refer to TASK 32-60-00-91 0-801)	Set aircraft to flight mode then to ground mode using the ground/flight box	LH main L/G on ground	Bit 2 = 0	
	14, 78, 142, 206	1				Nose L/G on ground	Bit 1 = 0	
	15, 79, 143, 207	2				RH main L/G on ground	Bit 2 = 0	
EVENT MARKER	239	1	ALL		Press "EVENT" pushbutton on DFDR Control Unit (703FZ)		Bit 1 = 0	

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PARAMETER	WORD	BIT No.	SUB-FRAME	OBS.	ACTION	DESIRED VALUE	HHDLU EXPECTED VALUE	HHDLU READ VALUE
EVENT MARKER	107	12	ALL		Press "EVENT" pushbutton (2FZ) of instrument panel		Bit 12 = 0	
MAINTENANCE DFDR#1	230	11	ALL	DFDR maintenance status	None	NO FAULT	Bit 11 = 0	
FRAME SELECT LSB	173	1	ALL	GND/ OPEN discrete signal	None	OPEN	Bit 1 = 1	
FRAME SELECT MSB	173	2	ALL	GND/ OPEN discrete signal	None	GND	Bit 2 = 0	

(2) Acquisition of hydraulic parameters

WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE OPERATIONS PERFORMED ON FLIGHT CONTROLS. MAKE SURE THAT THE FLIGHT CONTROL MANEUVERING SPACES ARE UNOBSTRUCTED.

- (a) Pressurize hydraulic systems 1 and 2 (Refer to [TASK 29-00-00-860-801](#), paragraph "Pressurization from Hydraulic Ground Power Unit").

NOTE 1: If one of the values of the control position potentiometers is out of tolerance, adjust the relevant potentiometer (Refer to [TASK 31-31-37-820-801](#)).

NOTE 2: If one of the values of the control surface position potentiometers is out of tolerance, adjust the relevant potentiometer (Refer to [TASK 31-31-33-900-801](#)).

- (b) After each following check, reset all the controls used during these tests to their initial configuration.

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PARAMETER	WORD	BIT No.	OBS.	ACTION	DESIRED VALUE	HHDLU EXPECTED VALUE	HHDLU READ VALUE
PITCH CONTROL POSITION	40, 104, 168, 232	12-3		Actuate elevator using the pilot or copilot control column/ wheel (L8TB) or (R8TB)	20° UP	320 ± 32	
					10° UP	160 ± 32	
					0°	0 to 32 or 4063 to 4095	
					10° DOWN	3935 ± 32	
					16° DOWN	3839 ± 32	
LATERAL CONTROL POSITION	52, 116, 180, 244	12-3		Actuate aileron using the pilot or copilot control column/ wheel (L8TB) or (R8TB)	25° RIGHT	400 ± 32	
					10° RIGHT	160 ± 32	
					0°	0 to 32 or 4063 to 4095	
					10° LEFT	3935 ± 32	
					25° LEFT	3695 ± 32	
YAW CONTROL POSITION	57, 121, 185, 249	12-3		Actuate rudder using the pilot or copilot rudder control pedal (L550CC) or (R550CC)	29° RIGHT	464 ± 32	
					20° RIGHT	320 ± 32	
					10° RIGHT	160 ± 32	
					0°	0 to 32 or 4063 to 4095	
					10° LEFT	3935 ± 32	
					20° LEFT	3775 ± 32	
					29° LEFT	3631 ± 32	

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PARAMETER	WORD	BIT No.	OBS.	ACTION	DESIRED VALUE	HHDLU EXPECTED VALUE	HHDLU READ VALUE
PITCH CONTROL SURFACE POSITION	39, 103, 167, 231	12-1		Actuate elevator using the pilot or copilot control column/ wheel (L8TB) or (R8TB)	20° UP	436 ± 148	
					10° UP	1195 ± 148	
					0°	1965 ± 148	
					10° DOWN	2728 ± 148	
					16° DOWN	3188 ± 148	
LATERAL CONTROL SURFACE POSITION LEFT	50, 114, 178, 242	12-1		Actuate LH aileron using the pilot or copilot control column/ wheel (L8TB) or (R8TB)	TURN LEFT STOP	3467 ± 117	
					20° LEFT	3144 ± 117	
					10° LEFT	2570 ± 117	
					0°	1965 ± 117	
					10° RIGHT	1360 ± 117	
					20° RIGHT	758 ± 117	
					TURN RIGHT STOP	463 ± 117	
LATERAL CONTROL SURFACE POSITION RIGHT	51, 115, 179, 243	12-1		Actuate RH aileron using the pilot or copilot control column/ wheel (L8TB) or (R8TB)	TURN LEFT STOP	3467 ± 117	
					20° LEFT	3144 ± 117	
					10° LEFT	2570 ± 117	
					0°	1965 ± 117	
					10° RIGHT	1360 ± 117	
					20° RIGHT	758 ± 117	
					TURN RIGHT STOP	436 ± 117	

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PARAMETER	WORD	BIT No.	OBS.	ACTION	DESIRED VALUE	HHDLU EXPECTED VALUE	HHDLU READ VALUE
YAW CONTROL SURFACE POSITION	58, 122, 186, 250	12-1		Actuate rudder using the pilot or copilot rudder control pedal (L550CC) or (R550CC)	TURN LEFT STOP	3263 ± 86	
					20° LEFT	2860 ± 86	
					10° LEFT	2412 ± 86	
					0°	1965 ± 86	
					10° RIGHT	1516 ± 86	
					20° RIGHT	1068 ± 86	
					TURN RIGHT STOP	668 ± 86	
PITCH TRIM SURFACE POSITION	53, 117, 181, 245	12-1	Position is read on the trim position indicator (2DQ)	Actuate HS using the pilot or copilot HS dual rocker (L8TB2) or (R8TB2)	+ 2°	256 ± 51	
					0°	0 to 51 or 4044 to 4095	
					- 11°	2687 ± 51	
TRAILING EDGE FLAP COCKPIT CONTROL SELECTION	88	10-5	On Slats-Flaps control box (2CG)	Set normal slat extension control to "7° FLAPS + SLATS", "20° FLAPS + SLATS" and "40° FLAPS + SLATS"	Position 7°	Bits 8, 5 = 1	
					Position 20°	Bits 9, 6 = 1	
					Position 40°	Bits 10, 7 = 1	
STAND-BY PUMP	253	8	After the record, set Stand-By pump selector (5ML) to "IN-FLIGHT" position	Set Stand-By pump selector (5ML) to "GROUND TEST" position		Bit 8 = 0	

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PARAMETER	WORD	BIT No.	OBS.	ACTION	DESIRED VALUE	HHDLU EXPECTED VALUE	HHDLU READ VALUE
THRUST REVERSER POSITION	18, 146	2	(Refer to TASK 78-30-00-910-802), paragraph "Deployment / Stowing of Thrust Reverser (using Hydraulic Ground Power Unit)"	Actuate engine thrust reverser	Deployed	Bit 2 = 0	
		1			In transit	Bit 1 = 0	

- (c) Command the HS deflection to the take-off position:
- Using HS dual rocker (**L8TB2**) or (**R8TB2**) on pilot or copilot control wheels,
 - Reading the HS take-off position on "STAB" sector (green sector) of trim position indicator (**2DQ**).
- (d) Cut off and drop the pressure in hydraulic systems 1 and 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Cut off and Drop Pressure from Hydraulic Ground Power Unit").
- (3) Airbrakes, flaps, pressurization, fuel and landing gear parameters
- WARNING: DO NOT APPLY HYDRAULIC POWER TO THE AIRCRAFT**
- (a) After each following check, reset all the controls used during these tests to their initial configuration.

PARAMETER	WORD	BIT No.	ACTION	DESIRED VALUE	HHDLU EXPECTED VALUE	HHDLU READ VALUE
LEADING EDGE FLAP COCKPIT CONTROL SELECTION EMERGENCY SLATS	88	3	Set "EMERG SLAT" switch to "ON" on the Slats-Flaps control box (2CG)	Extended Bit 3 = 1		
AIRBRAKES MEDIAN	18, 146	4	Set "AIRBRAKE S" lever on control unit (2CF) to "1"	Extended Bit 4 = 1		

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PARAMETER	WORD	BIT No.	ACTION	DESIRED VALUE	HHDLU EXPECTED VALUE	HHDLU READ VALUE
AIRBRAKES INTERNAL, EXTERNAL	18, 146	3	Set "AIRBRAKE S" lever on control unit (2CF) to "2"	Extended Bit 3 = 1		
LANDING GEAR POSITION	15, 79, 143, 207	1	With L/G downlocked, disconnect the electrical connector from proximity sensor (11GA1) installed on drag brace (11GA)	L/G up	Bit 1 = 1	
				L/G down	Bit 1 = 0	

- (b) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- (c) Connect the electrical connector from proximity sensor (**11GA1**) installed on drag brace (**11GA**).
- (d) Open LH main landing gear door (**731AB**) (Refer to **TASK 32-10-00-860-801**).
- (e) Connect connector (**9GA**) (L/G control unit) in the LH L/G compartment.
- (f) Close LH main landing gear door (**731AB**) (Refer to **TASK 32-10-00-860-801**).
- (g) Remove the pennant indicating that connector (**9GA**) is disconnected.
- (h) Disconnect the ground/flight box (Refer to **TASK 32-60-00-910-801**, paragraph "Removal").
- (i) On circuit breaker panel (**10PP**), engage the following circuit breakers (**fig. 1**):
 - 1 On LH breaker panel:
 - "EXTING 1" (A/C without M 1848) or "EXTING ENG 1" (A/C with M 1848) (**L1WB**),
 - "EXTING 3" (A/C without M 1848) or "EXTING ENG 3" (A/C with M 1848) (**R1WB**),
 - "DETECT 1" (A/C without M 1848) or "DETECT ENG 1" (A/C with M 1848) (**L1WG**),
 - "DETECT 3" (A/C without M 1848) or "DETECT ENG 3" (A/C with M 1848) (**R1WG**),
 - "REAR COMP" (**11WG**),
 - "BAG COMP" (**21WG**).
 - 2 On RH breaker panel:
 - "EXTING 2" (A/C without M 1848) or "EXTING ENG 2" (A/C with M 1848) (**M1WB**),
 - "DETECT 2" (A/C without M 1848) or "DETECT ENG 2" (A/C with M 1848) (**M1WG**),
 - "APU FIRE" (**21WB**).

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- (j) Disconnect the hydraulic ground power unit to systems 1 and 2 (Refer to [TASK 29-00-00-860-801](#), paragraph "Disconnection of the Hydraulic Ground Power Unit").
 - (k) Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").
 - (l) Remove the LH aileron deflection measuring fixtures (Refer to [TASK 27-00-00-910-804](#), steps "Removal" and "Final steps" in paragraph "Use of Aileron Deflection Measuring Fixture").
 - (m) Remove the rudder deflection measuring fixture (Refer to [TASK 27-00-00-910-804](#), steps "Removal" and "Final steps" in paragraph "Use of Rudder Deflection Measuring Fixture").
 - (n) Remove the LH elevator deflection measuring fixture (Refer to [TASK 27-00-00-910-804](#), steps "Removal" and "Final steps" in paragraph "Use of Elevator Deflection Measuring Fixture").
 - (o) Remove the safety fences and the warning lights.
- (4) Acquisition of parameters during run-up

WARNING: BE CAREFUL WHEN PERFORMING OPERATIONS WITH ENGINES OR APU OPERATING. THE ENGINES HAVE HOT SURFACES AND MAKE A LOUD NOISE. HOT SURFACES AND LOUD NOISES CAN CAUSE INJURY TO PERSONS.

- (a) Perform "Preliminary Steps" of the Engine Inspection Run-up (Refer to [TASK 71-00-00-910-802](#)) without removing the engine doors and cowlings.
- (b) Start up the engines (see Airplane Flight Manual).
- (c) After each following check, reset all the controls used during these tests to their initial configuration.

PARAMETER	WORD	BIT No.	ACTION	DESIRED VALUE	HHDLU EXPECTED VALUE	HHDLU READ VALUE
HYDRAULIC PRESSURE LEFT LOW	99	4	None	Low pressure	Bit 4 = 0	
HYDRAULIC PRESSURE CENTER LOW	99	5	None	Low pressure	Bit 5 = 0	
HYDRAULIC PRESSURE RIGHT LOW	99	6	None	Low pressure	Bit 6 = 0	

5. FINAL STEPS

- A. Stop the engines (see Airplane Flight Manual).
- B. Perform "Final Steps" of the Engine Inspection Run-up (Refer to [TASK 71-00-00-910-802](#)).
- C. Disconnect HHDLU ([964-0446-001](#)) from DFDR test connector ([8FZ](#)) and HHDLU connecting harness ([704-2688-001](#)).

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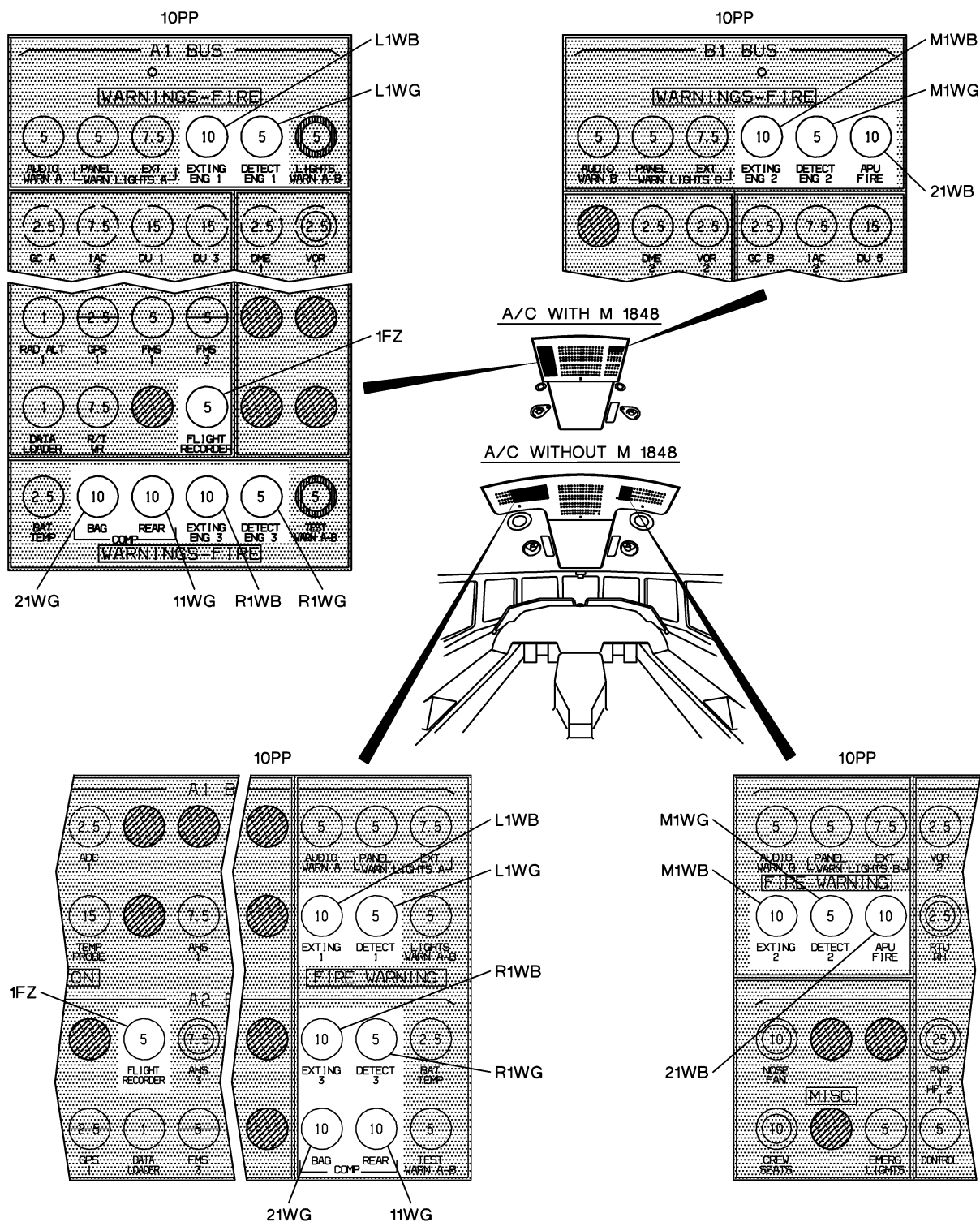


Figure 1: Location of Circuit Breakers

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TASK 31-31-00-720-803 FUNCTIONAL TEST OF THE 32-PARAMETER FDR

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM OPERATIONS ON ACTIVE FLIGHT CONTROLS IF THE FOLLOWING INSTRUCTIONS ARE NOT OBSERVED:

- THE FLIGHT CONTROLS MANEUVERING SPACES MUST BE UNOBSTRUCTED,
- APPROPRIATE SAFETY FENCES AND WARNING LIGHTS MUST BE INSTALLED AROUND THE AIRCRAFT,
- THE PERSONNEL INSIDE THE FENCED AREA MUST BE AWARE OF THE ONGOING OPERATIONS AND OF THE ASSOCIATED HAZARDS.

1. OVERVIEW OF THE JOB

Operation code: 31-31-00-720-803-01 FDR (**14FZ**)

NOTE: The HHDLU connecting harness (**704-2688-001**) is used for A/C with M 2842.

The HHDLU connecting harness (**704-2554-002**) is used for A/C with M 1978 or M 2140.

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 29-00-00-860-801	PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC SYSTEMS
• 31-31-09-720-801	FUNCTIONAL TEST OF THE FDR / CVR ACCELERATION CONTACTS
• 31-31-37-820-801	ADJUSTMENT OF THE FDR FLIGHT CONTROL POSITION POTENTIOMETERS
• 32-10-00-860-801	MANUAL OPENING / CLOSING OF THE MLG DOORS
• 32-60-00-910-801	USE OF THE GROUND / FLIGHT BOX
• 71-00-00-910-802	ENGINE INSPECTION RUN-UP
• 78-30-00-910-802	DEPLOYMENT / STOWING OF THE THRUST REVERSER

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	
• 964-0446-001	HHDLU (HAND HELD DOWNLOAD UNIT)	
• 704-2688-001	HHDLU CONNECTING HARNESS	
• 704-2554-002	HHDLU CONNECTING HARNESS	

C. Energy

- ELECTRICAL
- HYDRAULIC

D. Access

Reference	Designation
• MSD	SERVICING COMPARTMENT DOOR

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- **PAX** PASSENGER DOOR
- **711AB** NLG MAIN DOOR
- **712AB** NLG MAIN DOOR
- **731AB** LH MLG MAIN DOOR

E. Miscellaneous

- SAFETY FENCES (LOCAL PROCUREMENT)
- WARNING LIGHTS (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

- A. Install the safety fences and the warning lights.
- B. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- C. Connect the hydraulic ground power unit to systems 1 and 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Connection of the Hydraulic Ground Power Unit").
- D. Connect the ground/flight box (Refer to **TASK 32-60-00-910-801**, paragraph "Installation").
- E. Open LH main landing gear door (**731AB**) (Refer to **TASK 32-10-00-860-801**).
- F. Disconnect connector (**9GA**) (L/G control unit) in the LH L/G compartment.
- G. Close LH main landing gear door (**731AB**) (Refer to **TASK 32-10-00-860-801**).
- H. Install a pennant indicating that connector (**9GA**) is disconnected.
- I. Using HHDLU connecting harness (**704-2688-001**) for A/C with M 2842 or (**704-2554-002**) for A/C with M 1978 or M 2140), connect the Hand-Held Download Unit (HHDLU) (**964-0446-001**) to DFDR test connector (**8FZ**) located in the rear compartment (**MSD**).
- J. On circuit breaker panel (**10PP**), disengage the following circuit breakers (**fig. 1**):
 - (1) On LH breaker panel:
 - "EXTING 1" (A/C without M 1848) or "EXTING ENG 1" (A/C with M 1848) (**L1WB**),
 - "EXTING 3" (A/C without M 1848) or "EXTING ENG 3" (A/C with M 1848) (**R1WB**),
 - "DETECT 1" (A/C without M 1848) or "DETECT ENG 1" (A/C with M 1848) (**L1WG**),
 - "DETECT 3" (A/C without M 1848) or "DETECT ENG 3" (A/C with M 1848) (**R1WG**),
 - "REAR COMP" (**11WG**),
 - "BAG COMP" (**21WG**).
 - (2) On RH breaker panel:
 - "EXTING 2" (A/C without M 1848) or "EXTING ENG 2" (A/C with M 1848) (**M1WB**),
 - "DETECT 2" (A/C without M 1848) or "DETECT ENG 2" (A/C with M 1848) (**M1WG**),
 - "APU FIRE" (**21WB**).

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- K. Set overhead panel switches "DEEC 1" (**L2EP**), "DEEC 2" (**M2EP**) and "DEEC 3" (**R2EP**) to "AUTO".
- L. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

4. FUNCTIONAL CHECK OF DFDR

- A. Check of the acceleration contact logic circuit
 - (1) Perform a functional test of DFDR acceleration contact (Refer to **TASK 31-31-09-720-801**, paragraph "Functional test of DFDR acceleration contact (**15FZ**)").
- B. Check of power supply
 - (1) Make sure that "FLIGHT RECORDER" circuit breaker (**1FZ**) is engaged (**fig. 1**).
 - (2) Check that HHDLU (**964-0446-001**) connected to DFDR (**14FZ**) is energized.
 - (3) Disengage "FLIGHT RECORDER" circuit breaker (**1FZ**) (**fig. 1**).
 - (4) Check that HHDLU (**964-0446-001**) is not energized.
 - (5) Engage "FLIGHT RECORDER" circuit breaker (**1FZ**) (**fig. 1**).
- C. Reading and check of DFDR parameters
 - (1) Acquisition of system parameters

NOTE 1: To obtain the decoded value of the quantities measured (ft, degrees, %, etc.), multiply the value read on the bus reader by the resolution.
For binary reading with positive or negative sign (signed binary), bit 12 is the sign bit:

 - 12 = 0: positive value,
 - 12 = 1: negative value.

A two's complement must be added for a negative value.

NOTE 2: It is not necessary to test some of the parameters which are already tested during avionics tests. All DFDR-dedicated bus, analog and discrete parameters, listed hereafter, are to be tested.

 - (a) After each following check, reset all the controls used during these tests to their initial configuration.

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ACTION	OBS.	PARAMETER	F R A M E	W O R D S	B I T	RESOL.	A/C CONFIGURATION		REC. VAL UE
							DECOD ED VALUE	BUS READER	
	From accelero- meter (4FZ)	NORMAL ACCELERATI ON	1, 2, 3, 4	4, 12, 20, 28, 36, 44, 52, 60	1 to 12	0.0065525 g	1 g	152	
Press "EVENT" button (2FZ)		EVENT MARKER	1, 2, 3, 4	48	1			Active = 0	
Press pilot push-to-talk button (L8TB3)		PILOT PTT	1, 2, 3, 4	48	12			Active = 0	
Press copilot push-to-talk button (R8TB3)		COPILOT PTT	1, 2, 3, 4	48	11			Active = 0	
Set "TEST" switch (2WW01) on warning panel (2WW) to "LIGHTS" position		MASTER WARNING	1, 2, 3, 4	48	7	Red "MASTER WARNING" lights (L5WW)/ (R5WW) flash		Active = 0	
		MASTER CAUTION	1, 2, 3, 4	48	6	Amber "MASTER CAUTION" lights (L4WW)/ (R4WW) illuminate		Active = 0	

(2) Acquisition of hydraulic parameters

**WARNING: COMPLY WITH THE SAFETY MEASURES APPLYING TO THE OPERATIONS
PERFORMED ON FLIGHT CONTROLS.
MAKE SURE THAT THE FLIGHT CONTROL MANEUVERING SPACES ARE
UNOBSTRUCTED.**

- (a) Pressurize hydraulic systems 1 and 2 (Refer to [TASK 29-00-00-860-801](#), paragraph "Pressurization from Hydraulic Ground Power Unit").

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NOTE: If one of the values of the control position potentiometers is out of tolerance, adjust the relevant potentiometer (Refer to [TASK 31-31-37-820-801](#)).

- (b) After each following check, reset all the controls used during these tests to their initial configuration.

ACTION	OBS.	PARAMETER	FRAME	WORDS	BIT	RESOL.	A/C CONFIGURATION		REC. VALUE
							DECODED VALUE	BUS READER	
Pull pilot control column fully back and slowly bring it back to 0		PITCH CONTROL POSITION	1, 2, 3, 4	7, 23, 39, 55	3 to 12	0.0625	+ 20°	320	
Turn pilot wheel fully to the right and slowly bring it back to 0		ROLL CONTROL POSITION	1, 2, 3, 4	8, 24, 40, 56	3 to 12	0.0625	+ 25°	400	
Press the RH pilot rudder control pedal fully down and slowly bring it back to 0		YAW CONTROL POSITION	1, 2, 3, 4	11, 43	3 to 12	0.0625	+ 29°	464	
Bring trim fully to NOSE DOWN and then back to 0	On trim control unit (2CF)	PITCH TRIM POSITION	1, 2, 3, 4	18	1 to 12	0.0078125	+ 2°	256	
Set normal slat extension control to either "7° FLAPS + SLATS", "20° FLAPS + SLATS" or "40° FLAPS + SLATS"	On SLAT-FLAP control box (2CG)	SLATS EXTERNAL + INBOARD	1, 2, 3, 4	48	9		Outboard slats extended	Active = 0	
					10		Inboard slats extended	Active = 0	

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ACTION	OBS.	PARAMETER	FRAME	WORDS	BIT	RESOL.	A/C CONFIGURATION		REC. VALUE
							DECODED VALUE	BUS READER	
Set normal slat extension control to "7° FLAPS + SLATS", "20° FLAPS + SLATS" and "40° FLAPS + SLATS"	On SLAT-FLAP control box (2CG)	FLAPS	1, 3	32	12		Flaps at 7°	Active = 1	
			2, 4	32	12		Flaps at 20°	Active = 1	
			1, 3	32	10		Flaps at 40°	Active = 1	
Deploy thrust reverser (Refer to TASK 78-30-00-910-802)		THRUST REVERSER	1, 2, 3, 4	32	9		Deployed	Active = 0	
					8		In transit	Active = 0	

- (c) Command the HS deflection to the take-off position:
- Using HS dual rocker (**L8TB2**) or (**R8TB2**) on pilot or copilot control wheels,
 - Reading the HS take-off position on "STAB" sector (green sector) of trim position indicator (**2DQ**).
- (d) Cut off and drop the pressure in hydraulic systems 1 and 2 (Refer to **TASK 29-00-00-860-801**, paragraph "Cut off and Drop Pressure from Hydraulic Ground Power Unit").
- (3) Airbrakes, flaps, pressurization, fuel and landing gear parameters
- WARNING: DO NOT APPLY HYDRAULIC POWER TO THE AIRCRAFT.**
- (a) After each following check, reset all the controls used during these tests to their initial configuration.

ACTION	OBS.	PARAMETER	FRAME	WORDS	BIT	RESOL.	A/C CONFIGURATION		REC. VALUE
							DECODED VALUE	BUS READER	
Set "AIRBRAKES" lever on control unit (2CF) to "1"		AIRBRAKES MEDIAN	1, 2, 3, 4	32	6			Active = 1	
				64	11			Active = 1	

Effectivity: A/C WITH 32-PARAMETER FDR

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FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ACTION	OBS.	PARAMETER	FRAME	WORDS	BIT	RESOL.	A/C CONFIGURATION		REC. VALUE
							DECODED VALUE	BUS READER	
Set "AIRBRAKES" lever on control unit (2CF) to "2"		AIRBRAKES INTERNAL, EXTERNAL	1, 2, 3, 4	32	7			Active = 1	
				64	12			Active = 1	
Set "EMERG SLATS" switch to "ON"		SLATS EMERGENCY	1, 2, 3, 4	32	11			Active = 1	
With L/G downlocked, disconnect the electrical connector from proximity sensor (11GA1) installed on drag brace (11GA)	Nose landing gear	LANDING GEAR	4	50	12		L/G down unlocked	Active = 1	
Place nose landing gear in ground position	Use the ground/flight box (Refer to TASK 32-60-00-910-801)	WOW NOSE	1, 2, 3, 4	32	4		NOSE L/G ON GROUND	Active = 0	
Place LH main landing gear in ground position	Use the ground/flight box (Refer to TASK 32-60-00-910-801)	WOW LEFT	1, 2, 3, 4	32	3		LH MAIN L/G ON GROUND	Active = 0	
				64	2		LH MAIN L/G ON GROUND	Active = 0	
Place RH main landing gear in ground position	Use the ground/flight box (Refer to TASK 32-60-00-910-801)	WOW RIGHT	1, 2, 3, 4	32	5		RH MAIN L/G ON GROUND	Active = 0	
				64	1		RH MAIN L/G ON GROUND	Active = 0	

Effectivity: A/C WITH 32-PARAMETER FDR

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- (b) De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
 - (c) Connect the electrical connector from proximity sensor ([11GA1](#)) installed on drag brace ([11GA](#)).
 - (d) Open LH main landing gear door ([731AB](#)) (Refer to [TASK 32-10-00-860-801](#)).
 - (e) Connect connector ([9GA](#)) (L/G control unit) in the LH L/G compartment.
 - (f) Close LH main landing gear door ([731AB](#)) (Refer to [TASK 32-10-00-860-801](#)).
 - (g) Remove the pennant indicating that connector ([9GA](#)) is disconnected.
 - (h) Disconnect the ground/flight box (Refer to [TASK 32-60-00-910-801](#), paragraph "Removal").
 - (i) Set overhead panel switches "DEEC 1" ([L2EP](#)), "DEEC 2" ([M2EP](#)) and "DEEC 3" ([R2EP](#)) to "OFF".
 - (j) On circuit breaker panel ([10PP](#)), engage the following circuit breakers ([fig. 1](#)):
 - 1 On LH breaker panel:
 - "EXTING 1" (A/C without M 1848) or "EXTING ENG 1" (A/C with M 1848) ([L1WB](#)),
 - "EXTING 3" (A/C without M 1848) or "EXTING ENG 3" (A/C with M 1848) ([R1WB](#)),
 - "DETECT 1" (A/C without M 1848) or "DETECT ENG 1" (A/C with M 1848) ([L1WG](#)),
 - "DETECT 3" (A/C without M 1848) or "DETECT ENG 3" (A/C with M 1848) ([R1WG](#)),
 - "REAR COMP" ([11WG](#)),
 - "BAG COMP" ([21WG](#)).
 - 2 On RH breaker panel:
 - "EXTING 2" (A/C without M 1848) or "EXTING ENG 2" (A/C with M 1848) ([M1WB](#)),
 - "DETECT 2" (A/C without M 1848) or "DETECT ENG 2" (A/C with M 1848) ([M1WG](#)),
 - "APU FIRE" ([21WB](#)).
 - (k) Disconnect the hydraulic ground power unit to systems 1 and 2 (Refer to [TASK 29-00-00-860-801](#), paragraph "Disconnection of the Hydraulic Ground Power Unit").
 - (l) Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").
 - (m) Remove the safety fences and the warning lights.
- (4) Acquisition of parameters during run-up
- WARNING: BE CAREFUL WHEN PERFORMING OPERATIONS WITH ENGINES OR APU OPERATING. THE ENGINES HAVE HOT SURFACES AND MAKE A LOUD NOISE. HOT SURFACES AND LOUD NOISES CAN CAUSE INJURY TO PERSONS.**
- (a) Perform "Preliminary Steps" of the Engine Inspection Run-up (Refer to [TASK 71-00-00-910-802](#)) without removing the engine doors and cowlings.
 - (b) Start up the engines (see Airplane Flight Manual).
 - (c) After each following check, reset all the controls used during these tests to their initial configuration.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ACTION	OBS.	PARAMETER	FRAME	WORDS	BIT	RESOL.	A/C CONFIGURATION		REC. VALUE
							DECODED VALUE	BUS READER	
Stop then start the 3 engines		LOW HYDR PRESSURE	1, 3	32	2		HYDR 1 PUMP 1 illuminated	Active = 0	
			1, 3	32	2		HYDR 1 PUMP 1 extinguished	Active = 1	
			2, 4	32	2		HYDR 2 PUMP 2 illuminated	Active = 0	
			2, 4	32	2		HYDR 2 PUMP 2 extinguished	Active = 1	
			2, 4	32	1		HYDR 1 PUMP 3 illuminated	Active = 0	
			2, 4	32	1		HYDR 1 PUMP 3 extinguished	Active = 1	

5. FINAL STEPS

- A. Stop the engines (see the Airplane Flight Manual).
- B. Perform "Final Steps" of the Engine Inspection Run-up (Refer to [TASK 71-00-00-910-802](#)).
- C. Disconnect the HHDLU ([964-0446-001](#)) from DFDR test connector ([8FZ](#)), and HHDLU connecting harness ([704-2688-001](#)) for A/C with M 2842 or ([704-2554-002](#)) for A/C with M 1978 or M 2140).

Effectivity: A/C WITH 32-PARAMETER FDR

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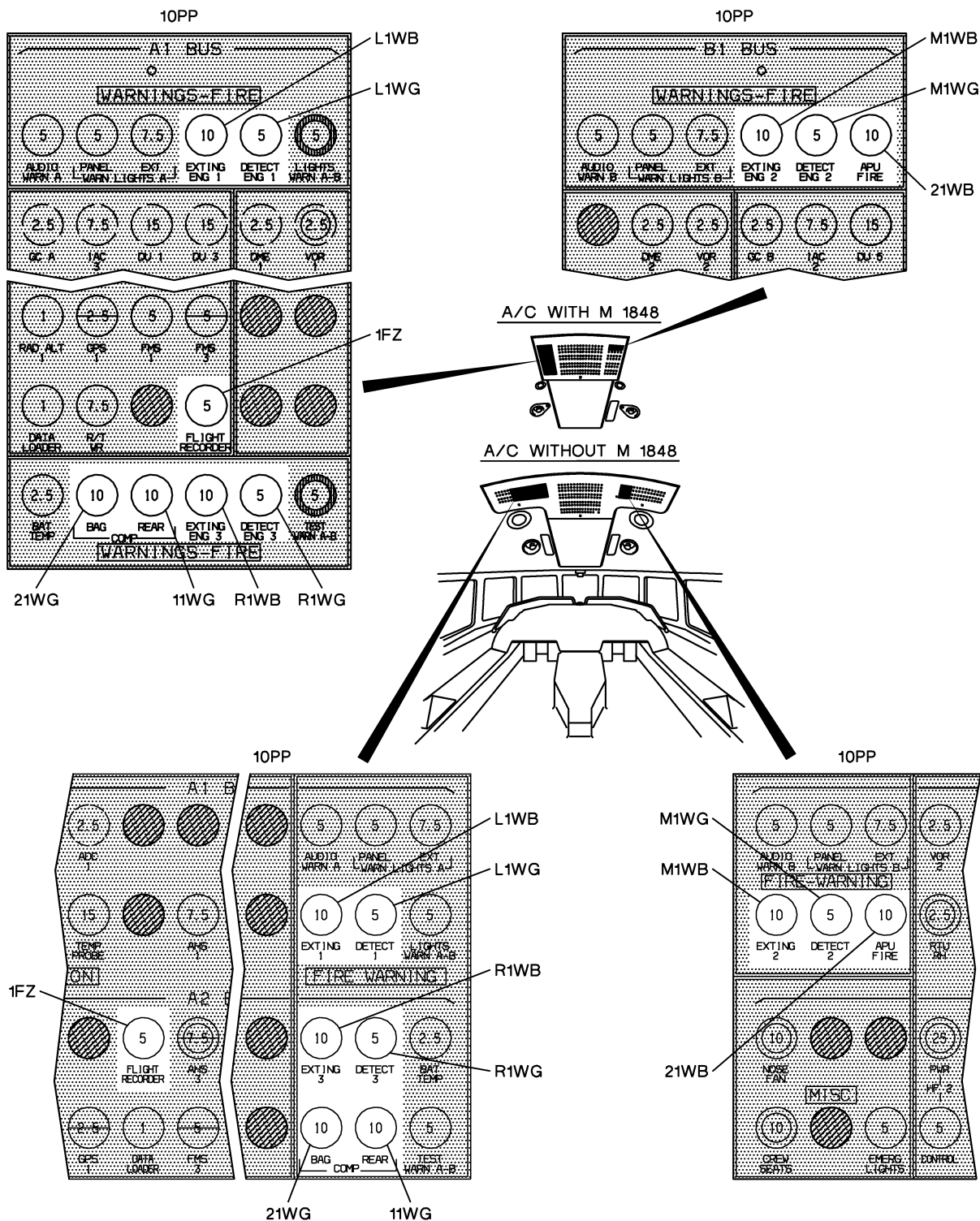


Figure 1: Location of Circuit Breakers

Effectivity: A/C WITH 32-PARAMETER FDR

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FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 31-31-00-970-801 DOWNLOAD OF THE FLIGHT DATA RECORDER (FDR)

1. OVERVIEW OF THE JOB

Operation code: 31-31-00-970-801-01 FDR (**14FZ**)

This procedure describes the download of the data recorded by the DFDR.

The download of the DFDR data can be performed:

- either by a specialized workshop (see paragraph "Download performed by a specialized workshop").
In this case, the DFDR (**14FZ**) must be removed from the aircraft and sent to a specialized workshop.
- or by the operator (if a DFDR download tool is available to him) (see paragraph "Download performed by the operator").

NOTE 1: The check of the downloaded data may be required by the airworthiness Authority depending on your type of operations. If required, do it in accordance with the applicable regulations (data to be analyzed, lead time, type of analysis).

This check is performed off-aircraft, the maintenance task being completed by the download.

Provisions should be made to address and correct any discrepancies found during the check at a next convenient opportunity. Refer to FAA Advisory Circular AC No.: 20-141A and to EASA Safety Information Bulletin SIB No.: 2009-28 for further recommendations.

The data can be analyzed:

- either by the operator, using a tool capable of performing data analysis,
- or by recording the data on a data carrier and sending it to the specialized workshop to have it analyzed.

NOTE 2: A download of DFDR data is only a copy of the DFDR data (data is not erased).

NOTE 3: The DFDR download tool must provide for the following:

- dialog with the DFDR,
- reading and downloading of the DFDR internal memory,
- storage of the downloaded data.

Example of DFDR download tool: Hand-Held Download Unit (HHDLU)

NOTE 4: The data carrier is needed only when the downloaded data has to be sent to a specialized workshop for analysis.

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**
- **31-31-31-900-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
REMOVAL / INSTALLATION OF THE FLIGHT DATA RECORDER
(FDR)

B. Energy

- ELECTRICAL

C. Access

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

Reference

- **MSD**
- **PAX**

Designation

SERVICING COMPARTMENT DOOR
PASSENGER DOOR

D. Miscellaneous

- DFDR DOWNLOAD TOOL (LOCAL PROCUREMENT) (QTY : SEE NOTE 1)
- DATA CARRIER (LOCAL PROCUREMENT) (QTY : SEE NOTE 2)

3. DOWNLOAD PERFORMED BY A SPECIALIZED WORKSHOP

- A. Remove the DFDR (**14FZ**) (Refer to **TASK 31-31-31-900-801**, paragraphs "Preliminary Steps" and "Removal").
- B. Send the DFDR (**14FZ**) to a specialized workshop to have the DFDR data downloaded.
- C. Install the DFDR (**14FZ**) (Refer to **TASK 31-31-31-900-801**, paragraphs "Installation" and "Final Steps").

4. DOWNLOAD PERFORMED BY THE OPERATOR

- A. Gain access to the DFDR (**14FZ**) through the mechanic's servicing compartment door (**MSD**).
- B. Install the DFDR download tool.
- C. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- D. Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- E. Download the DFDR data.
- F. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- G. Remove the DFDR download tool.
- H. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

Project No: **BDHRN002**Job Card No **0159**

Notif.No.: 10049095

Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **OPC Cvr System**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 31

Check Type: 2A+ Inspection

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069261 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

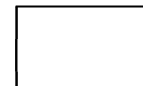
Defect Card Raised

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: 31-31-50-710-801

Operator Code: 31-31-50-710-801-01

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.: **31.080**

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.: _____

31-31-51-900-801-01

☐ COCKPIT VOICE RECORDER

AMM 31-31-51-900-801

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
--------------------------------	---------------------------------------	----------------------------------	-------------------------------	---------------------------------	------------------------------------------	--------------------------------------	----------------------------------	----------------------------------------	--------------------------------------	-------------------------------------------	----------------------------------	----------------------------------

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	980-6023-001		S/N	362		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS		HRS		HRS
	LDGS		LDGS		LDGS		LDGS
						TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

>31-31-50-710-801- 01 OPERATIONAL TEST COCKPIT VOICE RECORDER

☐

REMARKS : _____

AMM 31-31-50-710-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 31-31-51-900-801 **REMOVAL / INSTALLATION OF THE COCKPIT VOICE RECORDER (CVR)**

1. OVERVIEW OF THE JOB

Operation code: 31-31-51-900-801-01 CVR (**2RK**)

2. LOGISTICS

A. References

Reference

• **31-31-50-710-801**

Designation

OPERATIONAL TEST OF THE COCKPIT VOICE RECORDER (CVR) SYSTEM

B. Tools and Ground Support Equipment

Reference

• **F7XC202000008**

Designation

TOOL BOX

Quantity

C. Ingredients and Consumable Products

Designation

• **LOCKWIRE**

Additional designation

MS20995C32

D. Energy

• ELECTRICAL

E. Access

Reference

• **MSD**

• **PAX**

Designation

SERVICING COMPARTMENT DOOR

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. In the cockpit, on RH circuit breaker panel (**10PP**), disengage "VOICE RECORDER" circuit breaker (**1RK**).

4. REMOVAL OF COCKPIT VOICE RECORDER (CVR) (**2RK**)

A. Removal of ALLIED SIGNAL "AR-Series" CVR (**2RK**) (A/C with M 2819 or M 2841) (**fig. 2**)

(1) In the mechanic's servicing compartment (**MSD**):

(a) Disconnect the electrical cable from connector (1).

(b) Remove the six screws with their washers (2).

(c) Carefully extract CVR (**2RK**) from its support (3).

Effectivity: A/C WITH M2819 OR M2841 OR M2022 OR M2818

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- B. Removal of ALLIED SIGNAL "Solid State" CVR (**2RK**) (A/C with M 2022 or M 2818) (**fig. 3**)

- (1) In the mechanic's servicing compartment (**MSD**):
- (a) Unsafety the two quick-disconnect locks (1) by cutting lockwire (2).
 - (b) Loosen and clear the two quick-disconnect locks (1).
 - (c) Carefully extract CVR (**2RK**) from its support rack (3).

5. INSTALLATION OF CVR (2RK**)**

- A. Installation of ALLIED SIGNAL "AR-Series" CVR (**2RK**) (A/C with M 2819 or M 2841) (**fig. 2**)

- (1) In the mechanic's servicing compartment (**MSD**):
- (a) Position CVR (**2RK**) on its support (3).
 - (b) Tighten the six screws with their washers (2).
 - (c) Connect the electrical cable to connector (1).

- B. Installation of ALLIED SIGNAL "Solid State" CVR (**2RK**) (A/C with M 2022 or M 2818) (**fig. 3**)

- (1) In the mechanic's servicing compartment (**MSD**):
- (a) Position CVR (**2RK**) on its support rack (3) and bring it in contact with its locating pins.
NOTE: The two locating pins are located at the rear of the support rack (3).
 - (b) Tighten the two quick-disconnect locks (1).
 - (c) Safety the two quick-disconnect locks (1) with lockwire (2).

6. FINAL STEPS

Refer to **fig. 1**

- A. In the cockpit, on RH circuit breaker panel (**10PP**), engage "VOICE RECORDER" circuit breaker (**1RK**).
- B. Perform the operational test of CVR (**2RK**) (Refer to **TASK 31-31-50-710-801**).

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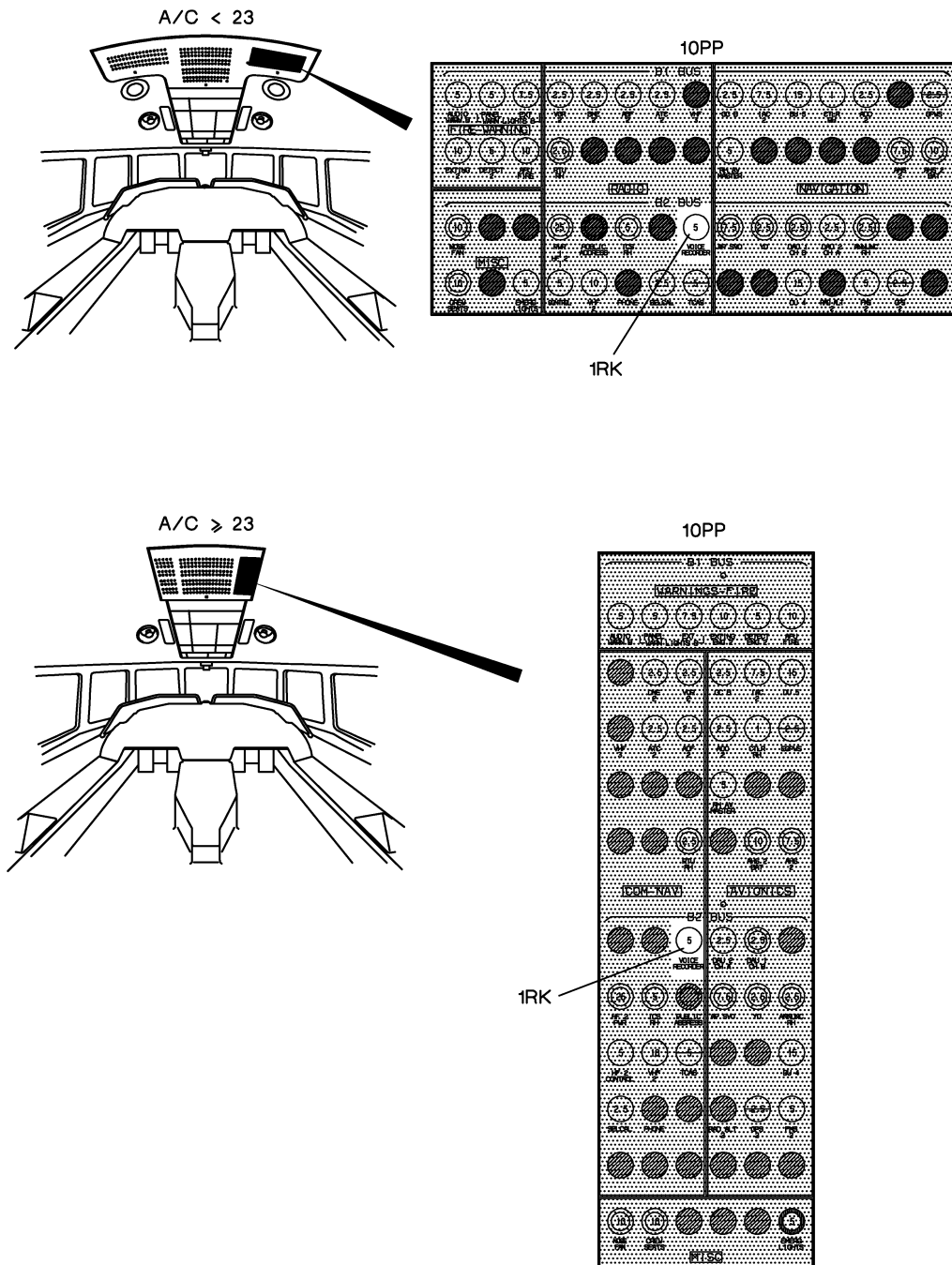


Figure 1: Location of Circuit Breakers

Effectivity: A/C WITH M2819 OR M2841 OR M2022 OR M2818

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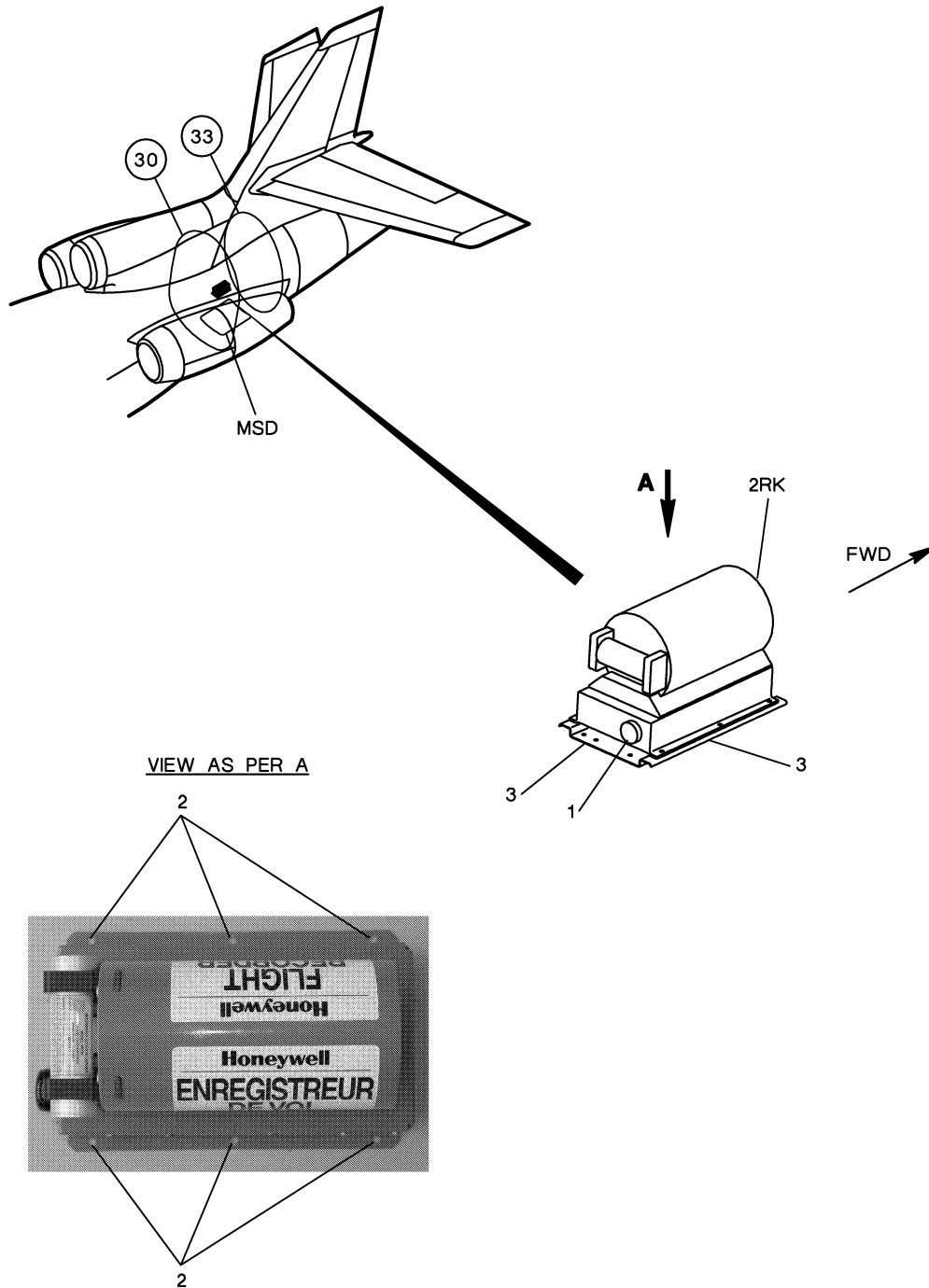


Figure 2: Removal/Installation of ALLIED SIGNAL "AR-Series" CVR (A/C WITH M 2819 OR M 2841)

Effectivity: A/C WITH M2819 OR M2841 OR M2022 OR M2818

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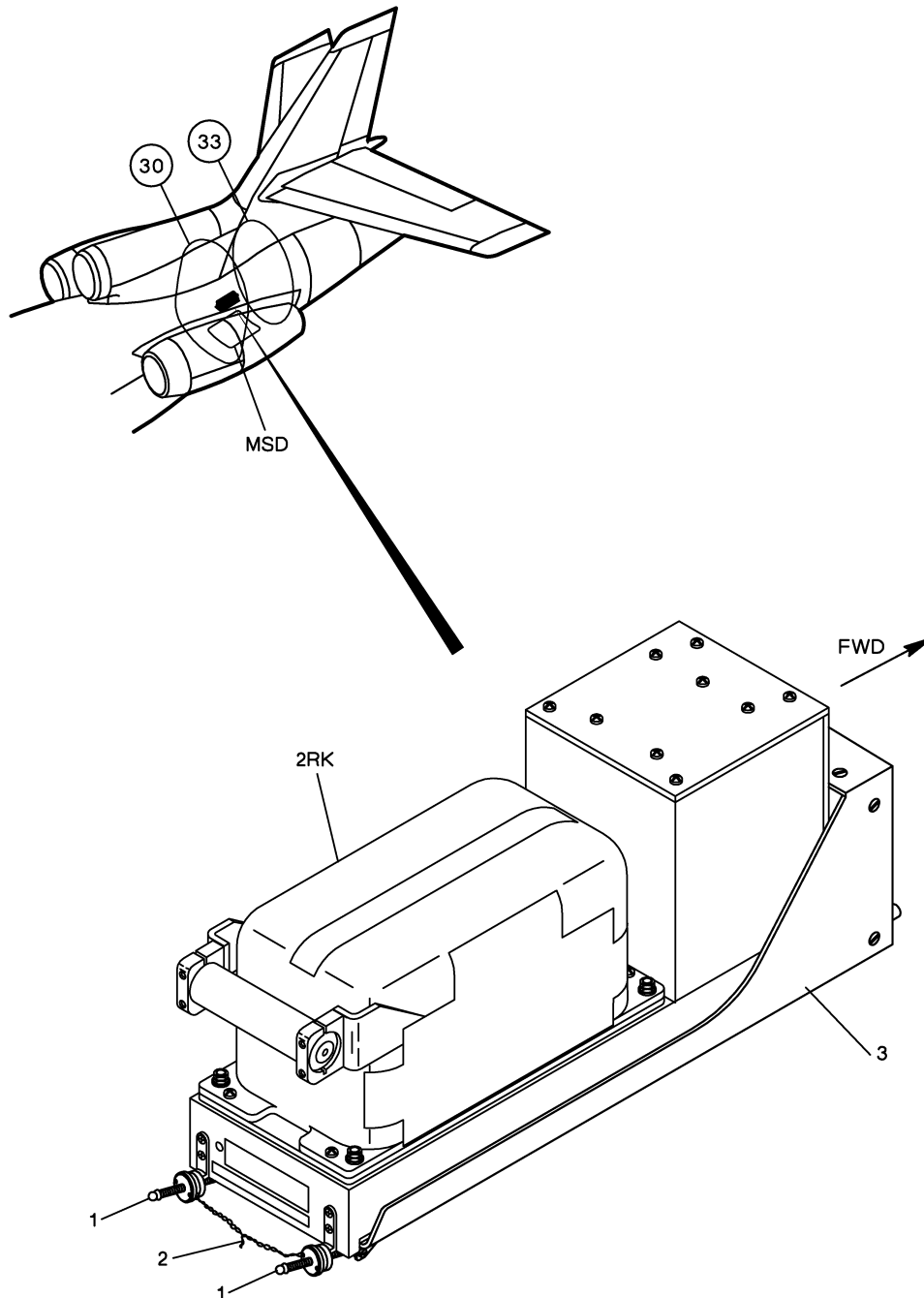


Figure 3: Removal/Installation of ALLIED SIGNAL "Solid State" CVR (A/C WITH M 2022 or M 2818)

Effectivity: A/C WITH M2819 OR M2841 OR M2022 OR M2818

Rev. Date: MAR 15/2011

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TASK 31-31-50-710-801 OPERATIONAL TEST OF THE COCKPIT VOICE RECORDER (CVR) SYSTEM

1. OVERVIEW OF THE JOB

Operation code: 31-31-50-710-801-01

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Energy

- ELECTRICAL

D. Access

Reference	Designation
• PAX	PASSENGER DOOR

E. Miscellaneous

- HEADSET (LOCAL MANUFACTURE)

3. PRELIMINARY STEPS

A. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#)).

B. Check that the following circuit breakers are engaged:

- (1) "VOICE RECORDER" ([1RK](#)),
- (2) "ICS LH" ([L1RL](#)),
- (3) "ICS RH" ([R1RL](#)),
- (4) "EXT WARN LIGHTS A" ([L1WW](#)),
- (5) "EXT WARN LIGHTS B" ([R1WW](#)),
- (6) "VHF 1" ([L1RC](#)),
- (7) "VHF 2" ([R1RC](#)),
- (8) "HF 1 CONTROL" ([L11RE](#)),
- (9) "HF 2 CONTROL" ([R11RE](#)),
- (10) "HF 1 PWR" ([L1RE](#)),

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(11) "HF 2 PWR" (**R1RE**).

- C. Connect the headset in "HEADPHONE" jack connector of control unit (**3RK**).
- D. Check that (**PAX**) door is open.

4. CHECK OF ERASE FUNCTION

- A. Press "ERASE" pushbutton of cockpit voice recorder control unit (**3RK**) for one second.
- B. One second later, check that a 400 Hz signal is heard in the headset connected to the "HEADPHONE" jack connector.
- C. Close (**PAX**) door or simulate closing by tripping the position of microswitches (**1MW**) and (**2MW**).
- D. Press again the "ERASE" pushbutton of the cockpit voice recorder control unit for one second.
- E. Check that no 400 Hz signal is heard in the helmet.

5. CHECK OF TEST FUNCTION

- A. Check the "TEST" pushbutton of the cockpit voice recorder control unit (**3RK**) for one second.
- B. Check for operation of the green indicator light and flashing of the "PASS" and "FAIL" lights.
- C. Check that a 800 Hz signal is heard for two seconds in the helmet connected to the "HEADPHONE" jack connector.

6. CHECK OF AUDIO FUNCTION

- A. Check that "SPK" keys of ICS (**L2RL**) (pilot) and (**R2RL**) (copilot) are not pressed in.
- B. Using the headset, check that ambient noise is correctly picked up by the cockpit mike.
- C. Program VHF 1 and VHF 2 transceivers to a frequency of 131.15 MHz.
- D. Program HF 1 and HF 2 transceivers to a frequency of 6175 kHz.
- E. In sequence, press in then release "VHF 1", "VHF 2", "HF 1" and "HF 2" "AUDIO" keys of pilot ICS (**L2RL**).
- F. Each time a key is actuated, check for frequency tuning in the headset connected to the "HEADPHONE" jack connector.
- G. Repeat the test with copilot ICS (**R2RL**).
- H. Change the frequency of VHF 1 and VHF 2 transceivers.
- I. In sequence, press in then release "VHF 1" and "VHF 2" "MICRO" keys of the pilot ICS (**L2RL**) and perform a transmission test using the headset mike, then the hand mike, then the oxygen mask mike.

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- J. Each time a key is actuated, check for intercommunication between each mike and the headset connected to the "HEADPHONE" jack connector.
- K. Release the pilot "MICRO" keys and repeat the test with copilot ICS ([R2RL](#)).

7. CHECK OF ACCELERATION CONTACT LOGIC CIRCUIT

- A. Connect "NO" terminal to ground by creating a short-circuit between said terminal and "C" terminal of acceleration contact ([5RK](#)) then break the ground connection.
- B. Using control unit ([3RK](#)), check that cockpit voice recorder ([2RK](#)) is no longer energized. The green indicator light and the "PASS" and "FAIL" light should not illuminate.
- C. Disengage "VOICE RECORDER" circuit breaker ([1RK](#)) then engage it.
- D. Using control unit ([3RK](#)), check that cockpit voice recorder ([2RK](#)) is energized again. The green indicator light and the "PASS" and "FAIL" light should illuminate.

8. FINAL STEPS

- A. Disconnect the headset.
- B. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#)).

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TASK 31-31-50-710-801 OPERATIONAL TEST OF THE COCKPIT VOICE RECORDER (CVR) SYSTEM

1. OVERVIEW OF THE JOB

Operation code: 31-31-50-710-801-01

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT

B. Energy

- ELECTRICAL

C. Access

Reference

- [PAX](#)

Designation

PASSENGER DOOR

D. Miscellaneous

- HEADSET (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

Refer to [fig. 1](#)

- Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").

4. OPERATIONAL TEST

Refer to [fig. 1](#)

- A/C with M 2022 or M 2818:

- On CVR control unit ([3RK](#)):
 - Make sure that the "STATUS" led (1) is extinguished.
 - Connect the headset to the "HEADPHONE" connector (3).
 - Press the "TEST" pushbutton (2) for one second.
 - One second later, check that:
 - a 800-Hz signal is heard in the headset for approximately 2 seconds,
 - the "STATUS" led (1) illuminates for approximately 1 second.

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NOTE: After the test, if the "STATUS" led (1) remains illuminated and no signal is heard, a fault has been detected.

B. A/C with M 2819 or M 2841:

(1) On CVR control unit (**3RK**):

- (a) Make sure that the "STATUS" led (**513FZ**) is extinguished,
- (b) Connect the headset to the "HEAD PHONE" connector (**514FZ**).
- (c) Press the "TEST" pushbutton (**511FZ**) for one second.
- (d) Check that:
 - a 800-Hz signal is heard in the headset for approximately 2 seconds,
 - the "STATUS" led (**513FZ**) remains extinguished.

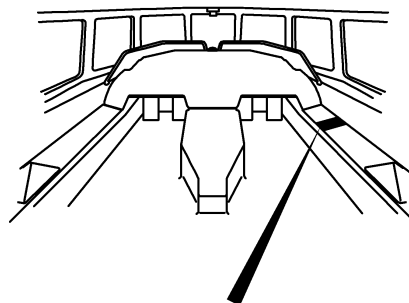
NOTE: After the test, if the "STATUS" led (**513FZ**) remains illuminated and no signal is heard, a fault has been detected.

5. FINAL STEPS

Refer to **fig. 1**

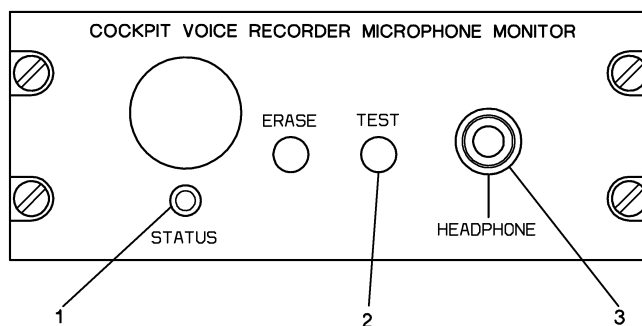
- A. Disconnect the headset from the "HEADPHONE" connector (3) or "HEAD PHONE" connector (**514FZ**),
- B. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- C. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



A/C WITH M 2022 OR M 2818

3RK



A/C WITH M 2819 OR M 2841

3RK

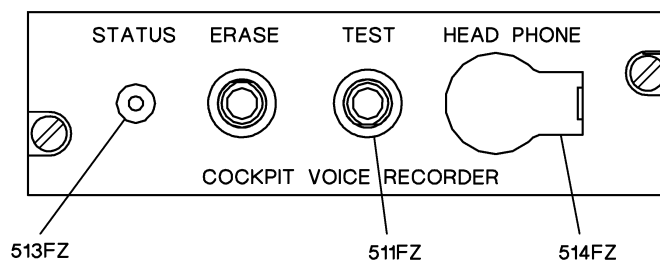


Figure 1: Location of Cockpit Controls

Effectivity: A/C WITHOUT M1827

Rev. Date: MAR 15/2011

31-31-50-710-801

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Project No: **BDHRN002**Job Card No **0160**

Notif.No.: 10049106

Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **OPC Head-Up Guidance System**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Check Type: 2A+ Inspection

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069227 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

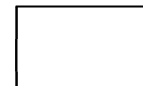
Defect Card Raised

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: 34-31-00-710-801

Operator Code: 34-31-00-710-801-01

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.: **34.540**

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
------	------	-----------------------

**>34-31-00-710-801- OPERATIONAL TEST OF THE HEAD-UP GUIDANCE SYSTEM
01 (HGS)**

REMARKS : _____

AMM 34-31-00-710-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-31-00-710-801

OPERATIONAL TEST OF THE HEAD-UP GUIDANCE SYSTEM (HGS)

1. OVERVIEW OF THE JOB

Operation code: 34-31-00-710-801-01

NOTE: Successful completion of this test returns the aircraft to CAT III/HUD III status.

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [34-31-00-100-801](#)
- [34-31-00-710-802](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
CLEANING OF THE HEAD-UP GUIDANCE SYSTEM (HGS)
OPERATIONAL TEST OF THE HGS LINE REPLACEABLE UNITS
(LRU)

B. Energy

- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- Unlock combiner ([713RA](#)).
- Rotate combiner ([713RA](#)).
- Remove the cloth cover from combiner ([713RA](#)).
- Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").

4. OPERATIONAL TEST OF HEAD-UP GUIDANCE SYSTEM (HGS) LINE REPLACEABLE UNITS (LRU)

Refer to **fig. 1**

- Perform an Operational Test of Head-up Guidance System (HGS) Line Replaceable Units (LRU) (Refer to [TASK 34-31-00-710-802](#), paragraph "Operational Test").

5. HEAD-UP GUIDANCE SYSTEM (HGS) SENSOR DISPLAY TEST.

Refer to **fig. 2** and **fig. 3**

Effectivity: A/C WITH HGS

Rev. Date: JUN 10/2011

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FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

A. Test of HCP display screen and pushbuttons (**fig. 2**)

- (1) Press the "TEST" pushbutton for more than 4 seconds and release it ("TEST" pushbutton is illuminated during the test).
- (2) Check that the following sequence is displayed on the HCP screen:
NOTE: The screen features four display lines which are activated one after another during the test.
 Check that all the segments of each line illuminate.
 - adjacent to the "SCALES" pushbutton, the first display line illuminates for 2 seconds, then extinguishes,
 - the "LOC TK" pushbutton and the second display line illuminate for 2 seconds, then extinguish,
 - the "RW ELV" pushbutton and the third display line illuminate for 2 seconds, then extinguish,
 - the "SLOPE" pushbutton, the fourth display line and the "FAULT" light illuminate for 2 seconds, then extinguish.
- (3) Press the "TEST" pushbutton to stop the test ("TEST" pushbutton extinguishes).
- (4) Check that the initial display is shown on the HCP screen:
 - "SCALES" = "ON",
 - "LOC TK" = value present at de-energization followed by symbols "T" and "?",
 - "RW ELV" = "---" followed by symbols "FT" and "?",
 - "SLOPE" = value present at de-energization followed by symbols "°" and "?".
- (5) Enter or modify one of the values displayed on the HCP screen as follows:
 - Press the "LOC TK", "RW ELV" or "SLOPE" pushbutton, depending on the value to be modified. Check that the pushbutton illuminates,
 - Key in the value using the HCP keypad,
 - Press "ENTER":
 - Check that the pushbutton extinguishes.
 - Check that the new value is displayed without the "?" character.

B. Global testing of HGS system

- (1) Briefly press the "TEST" pushbutton (< 4 seconds)

Check that:

- on HCP (**728RA**):
 - the "TEST" pushbutton is illuminated,
 - the "FAULT" light illuminates for approx. 4 seconds, then extinguishes,
 - the word "TEST" is displayed on the "SCALES" line.

NOTE: Fault(s) code(s) is (are) displayed when the "LOCK TK" pushbutton is illuminated.
 Press "CLR" to clear the displayed fault codes.

- on the combiner, the HGS system test menu is displayed as follows:

HGS TEST MENU
 A/C ID # 2001

> RECORDED FAULTS

SENSOR DATA

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

EXISTING FAULTS

AIRCRAFT IDENTIFICATION

IN SERVICE PERFORMANCE

HGS TEST DISPLAY

<TEST> TO EXIT

- (2) Press the "DIM -" pushbutton on HCP (**728RA**) until the cursor (>) is on the "HGS TEST DISPLAY" line.

NOTE: In test mode, the "BRT +" and "DIM -" pushbuttons on the HCP are used for moving the cursor up or down.

- pressing the "ENTER" pushbutton validates the selection.
- pressing the "CLR" pushbutton calls the list of sensors.

IN SERVICE PERFORMANCE

> HGS TEST DISPLAY

- (3) Press the "ENTER" pushbutton on the HCP keypad.
- (4) Check that the word "TEST" is displayed above the aircraft model on the combiner (**fig. 3**).

NOTE: The test display shown is only provided as an example. Depending on A/C configuration, some components cannot be displayed.

The computer fault indicator is displayed in white on the combiner.

- (5) Check that the test display shows information such as:
- flight director messages,
 - autopilot engaged,
 - roll scale pointer,
 - slid/skid indicator,
 - wind direction and speed,
 - "TEST" displayed above the A/C reference symbol,
 - horizon line and pitch graduations visible,
 - heading scale and index,
 - flight path,
 - flight director guidance cue,
 - flight path acceleration,
 - selected airspeed,
 - radio-altimeter value,
 - airspeed scale,
 - airspeed value,
 - barometric altitude scale, selected altitude, barometric altitude setting,
 - vertical speed,

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- digital FMS/DME distance,
 - navigation source,
 - selected source,
 - selected heading,
 - A/C reference symbol.
- (6) Press the "TEST" pushbutton a second time to stop the test.
- Check that the image displayed on the combiner is an operational image ("SCALES ON" display).
NOTE: The word "TEST" is not displayed above the aircraft model.
 - on HCP (**728RA**), check that the "TEST" pushbutton is extinguished. The initial display is shown on the HCP screen.
- C. HGS input sensor test

- (1) Briefly press the "TEST" pushbutton (< 4 seconds). Check that:
- on HCP (**728RA**):
 - the "TEST" pushbutton is illuminated,
 - the "FAULT" light illuminates for approx. 4 seconds, then extinguishes,
 - the word "TEST" is displayed on the "SCALES" line.
- NOTE: Fault(s) code(s) is (are) displayed when the "LOCK TK" pushbutton is illuminated.
Press "CLR" to clear the displayed fault codes.
- the HGS system test menu is displayed on the combiner (see Para. 2 A.).
- (2) Press the "DIM-" pushbutton on HCP (**728RA**) until the cursor (>) is on the "SENSOR DATA" line.

RECORDED FAULTS

> SENSOR DATA

EXISTING FAULTS

- (3) Press the "ENTER" pushbutton on the HCP keypad: the combiner displays the list of the input sensors to the HGS system (ADC, IRU, IAC, VOR, TCAS, RA, etc.) and of other discrete inputs.
- (4) For each sensor:
- use the cursor (>) to select the sensor and then press the "ENTER" pushbutton to display the sensor data,
 - check the validity of the data transmitted by the sensors,
 - press the "CLR" pushbutton to display the list of sensors.
- (5) Press the "TEST" pushbutton again to stop the test.

6. FINAL STEPS

Refer to **fig. 1**

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- B. If necessary, clean combiner ([713RA](#)) and overhead unit ([712RA](#)) (Refer to [TASK 34-31-00-100-801](#)).
- C. Cover combiner ([713RA](#)) with the cloth cover.
- D. Rotate combiner ([713RA](#)) to the stowed position.
- E. Lock combiner ([713RA](#)).
- F. Disconnect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

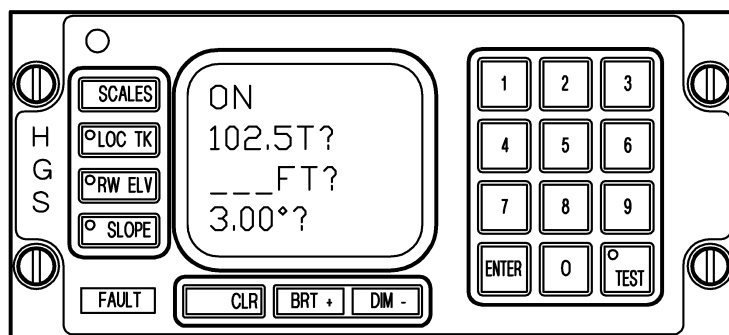
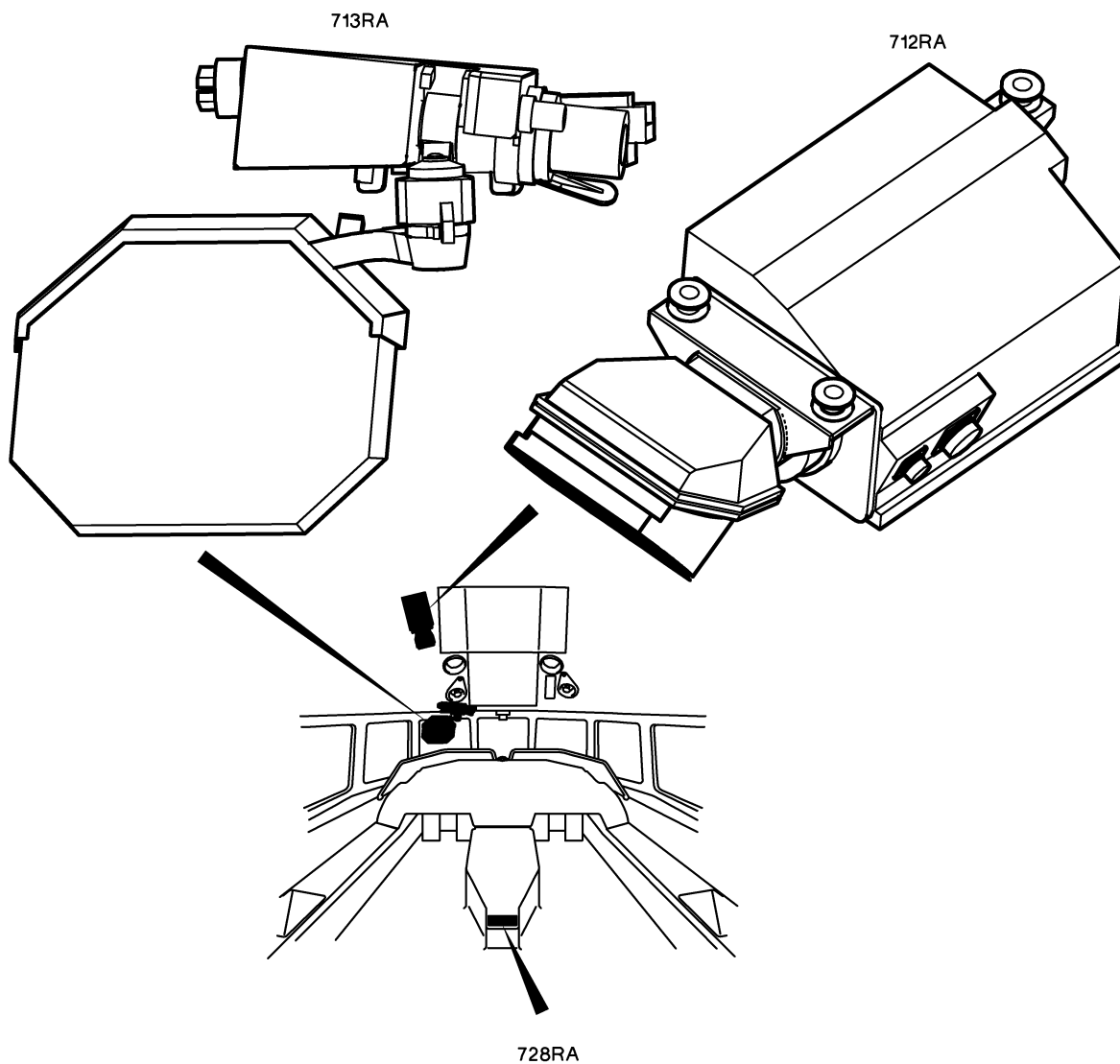


Figure 1: Location of Cockpit Controls

Effectivity: A/C WITH HGS

Rev. Date: JUN 10/2011

34-31-00-710-801

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FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

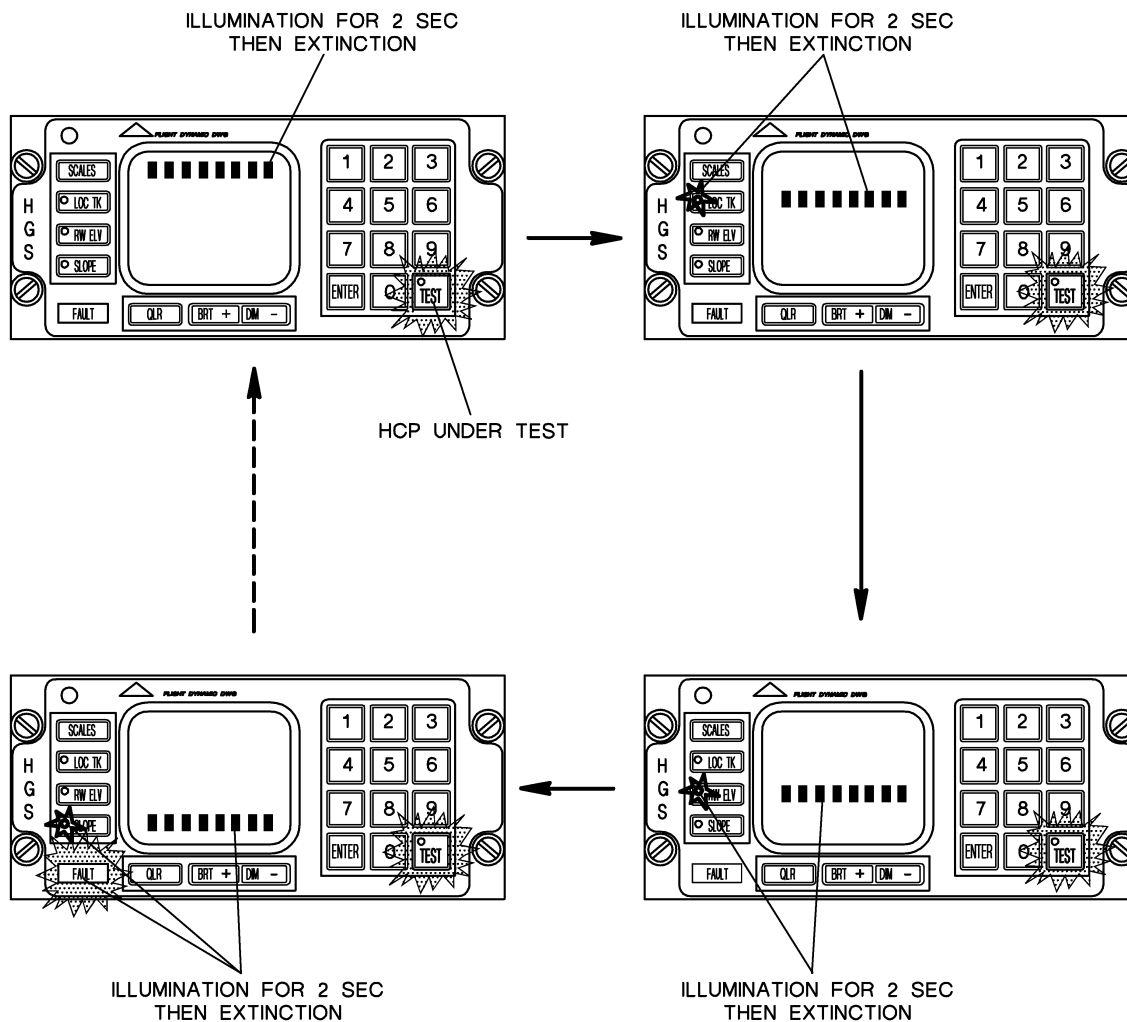


Figure 2: HCP Display Test

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

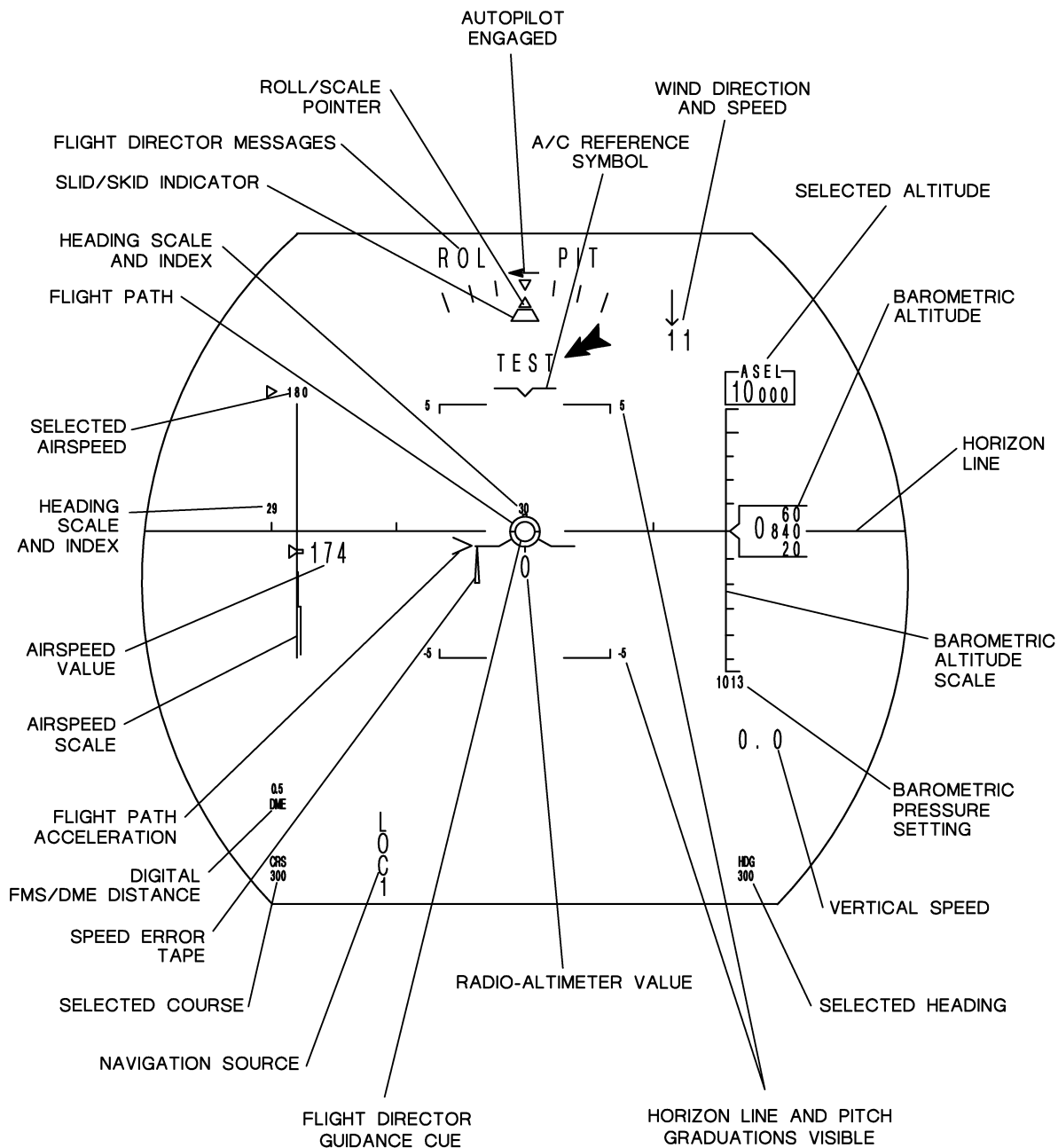


Figure 3: Example of HGS Test Display

Effectivity: A/C WITH HGS

Rev. Date: JUN 10/2011

34-31-00-710-801

page 8 / 8

Project No: **BDHRN002**Job Card No **0088**

Notif.No.: 10049002

Activity: **1000**

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: **CLN/CHK Flap Screw Jack Act Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069214 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: 27-53-01-220-801

Operator Code: 27-53-01-220-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0089**

Notif.No.: 10049003

Activity: **1000**

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: **CLN/CHK Flap Screw Jack Act Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069217 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.

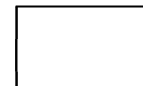
Defect Card Raised

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: 27-53-01-220-801

Operator Code: 27-53-01-220-801-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0090**

Notif.No.: 10049004

Activity: **1000**

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: **CLN/CHK Flap Screw Jack Act Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069218 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: 27-53-01-220-801

Operator Code: 27-53-01-220-801-03

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0091**

Notif.No.: 10049005

Activity: **1000**

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: **CLN/CHK Flap Screw Jack Act Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069219 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: 27-53-01-220-801

Operator Code: 27-53-01-220-801-04

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0092**

Notif.No.: 10049006

Activity: **1000**

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: **CLN/CHK Flap Screw Jack Act Screw**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069220 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.

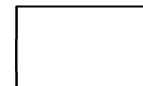
Defect Card Raised

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: 27-53-01-220-801

Operator Code: 27-53-01-220-801-05

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0161**

Notif.No.: 10049218

Activity: **1023**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **TST DADC 1 (FAR 91.411)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069354 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

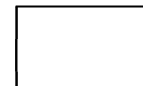
Defect Card Raised

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: 34-14-01-700-881-01

Operator Code: 34-14-01-700-881-01

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.: **34.050**
Serial No.: **096** Model: **FALCON 900EX**
Reg No.: **D-AHRN** Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	24-JAN-2013						

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

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

34-14-01-900-801-01 PILOT DIGITAL AIR DATA COMPUTER AMM 34-14-01-900-801

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
If removed P/N & S/N information is incorrect please provide details below.												
REMOVED P/N	7014700-629		S/N	00124482		LABOR-HRS						
INSTALLED P/N			S/N			PART COST\$						
INSTALLED TSN	MOS		INSTALLED TSO	MOS		TIME SINCE REPAIR	MOS		WARRANTY TIME REMAINING	MOS		
	HRS			HRS			HRS			HRS		
	LDGS			LDGS			LDGS			LDGS		
										TECH:		INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

#>34-14-01-700-881 TEST PILOT DIGITAL AIR DATA COMPUTER (FAR 91.411)

-01
RVSM RECORD DATE OF CALIBRATION ____/____/____

FAR 91.411 REMARKS : _____

34-16-00-720-801-01 FUNCTIONAL TEST PILOT DIGITAL AIR DATA COMPUTER

REMARKS : _____

NOTE (16) - THESE OPERATIONS MAY BE REQUIRED TO COMPLY WITH THE OPERATING AND FLIGHT RULES OF THE COUNTRY OF REGISTRATION. REFER TO APPLICABLE REGULATIONS.

34-16-00-720-801-05 LEAK TEST PILOT DIGITAL AIR DATA COMPUTER AIR PRESSURE SYSTEM

RVSM REMARKS : _____

AMM 34-16-00-720-801

Operator: **HERON AVIATION**

Work Card No.: **34.050**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

AREA SUMMARIES

F3 COCKPIT

34-14-01-900-801-01 PILOT DIGITAL AIR DATA COMPUTER

34-16-00-720-801-01 FUNCTIONAL TEST PILOT DIGITAL AIR DATA COMPUTER

SOURCE SUMMARIES

10 FAR 91.411 PAGE NO.: REF: SEC 91.411 ALTIMETER SYSTEM AND ALTITUDE REPORTING EQUIPMENT TESTS AND INSPECTIONS DATE: 01/31/04

34-14-01-700-881-01 TEST PILOT DIGITAL AIR DATA COMPUTER (FAR 91.411)

956 MPD 05-20-34 PAGE NO.:PAGE 1/2 REF: 34-10 FLIGHT ENVIRONMENT DATA DATE: MAR 09/2012 2

34-16-00-720-801-01 FUNCTIONAL TEST PILOT DIGITAL AIR DATA COMPUTER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-14-01-900-801

REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS (ADC)

1. OVERVIEW OF THE JOB

Operation codes:

- 34-14-01-900-801-01 ADC 1 (**L2FX**)
- 34-14-01-900-801-02 ADC 2 (**R2FX**)

2. LOGISTICS

A. References

Reference	Designation
• 34-11-00-790-801	LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
• 34-14-01-710-801	OPERATIONAL TEST OF THE AIR DATA COMPUTERS (ADC)

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Access

Reference	Designation
• PAX	PASSENGER DOOR

3. REMOVAL OF AIR DATA COMPUTER ADC 1 (**L2FX**)

- A. Check that the aircraft systems are not energized.
- B. Remove pilot console tidy pocket.
- C. Disconnect the electric connector.
- D. Disconnect the total and static pressure lines.
- E. Blank off the pitot/static line couplings.
- F. Unscrew the knurled knob and disengage it from the attachment stud.
- G. Remove the ADC.

4. INSTALLATION OF AIR DATA COMPUTER ADC 1

- A. Install the ADC.
- B. Remove blanking caps from pitot/static line couplings and reconnect the lines.
- C. Reconnect the electric connector.

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- D. Install the knurled knob and screw until the unit is tight-fit.
- E. Check for leaktightness of pitot/static systems (Refer to **TASK 34-11-00-790-801**).
- F. Perform an operational test of ADCs (Refer to **TASK 34-14-01-710-801**).

5. REMOVAL/INSTALLATION OF AIR DATA COMPUTER ADC 2 (R2FX)

- A. Proceed in the same way as for the ADC 1 by removing copilot console side trim panel.

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TASK 34-16-00-720-801 FUNCTIONAL TEST OF THE AIR DATA INDICATORS

WARNING: BEFORE PERFORMING THE FUNCTIONAL TEST OF THE AIR DATA INSTRUMENTS, MAKE SURE THAT THE PRESSURE PROBE HEATING SYSTEMS ARE NOT ENERGIZED. THIS WILL HELP PREVENT INJURIES TO PERSONNEL AND DAMAGE TO THE EQUIPMENT.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-16-00-720-801-01 ADC 1 ([L2FX](#))
- 34-16-00-720-801-02 ADC 2 ([R2FX](#))
- 34-16-00-720-801-03 stand-by altimeter ([1FK](#))
- 34-16-00-720-801-04 stand-by Mach airspeed indicator ([26FL](#))

NOTE 1: These tests are to be performed with all air data system equipment installed, including air data computers.

NOTE 2: The operator may either choose to perform the functional test per this procedure or to send the equipment to an approved repair agent.

If the operator chooses to perform this procedure and the results of some of the tests are out of tolerance, the affected equipment items must be removed and sent to an approved repair agent for calibration (Refer to [TASK 34-14-01-900-801](#)).

NOTE 3: Depending on Local Authorities operational regulations, additional tasks may be required to substantiate a periodic test of the Air Data System.

For example, it may be necessary to perform the following procedures:

- the draining of the total/static pressure system (Refer to [TASK 34-11-00-680-801](#)) to ensure freedom from entrapped moisture,
- the operational test of the air data probe anti-icing system (Refer to [TASK 30-30-00-710-801](#)) to determine that the static port heater is operative.

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [30-30-00-710-801](#)
- [32-60-00-910-802](#)
- [34-10-00-860-801](#)
- [34-11-00-200-801](#)
- [34-11-00-680-801](#)
- [34-11-00-790-801](#)
- [34-14-01-900-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OPERATIONAL TEST OF THE AIR DATA PROBE ANTI-ICING
SYSTEM
USE OF THE TARGETS FOR FLIGHT SIMULATION
PREPARATION AND USE OF THE AIR DATA BENCH
CHECK OF THE TOTAL / STATIC PRESSURE SYSTEM FOR
CLOGGING
DRAINING OF THE TOTAL / STATIC PRESSURE SYSTEM
LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
[REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS \(ADC\)](#)

B. Energy

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- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Connect the electrical Ground Power Unit (GPU) (Refer to **TASK 24-00-00-860-801**).
- B. Check the air data systems for leaks (Refer to **TASK 34-11-00-790-801**).
- C. Check that all the circuit breakers are engaged, except:
 - "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).
- D. Energize the aircraft systems with the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- E. Check that the "LH AV MASTER" switch/light (**L2PP**), "RH AV MASTER" switch/light (**R2PP**) and "MINI LOAD MASTER" switch/light (**8PP**) are extinguished (avionics equipment power supply not load-shedded) (Refer to **SDS 24-60-00**, Figures: Circuit Breaker panels (10PP)).

4. FUNCTIONAL TEST OF ADC'S

Refer to **fig. 2** and **fig. 5**

- A. Install the in-flight simulation tools on the LH and RH main landing gear legs to set the aircraft in flight configuration (Refer to **TASK 32-60-00-910-802**, paragraph "Use").
- B. Connect the digital air data bench to the pilot and copilot pitot and static normal pressure probes (Refer to **TASK 34-10-00-860-801**).
- C. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- D. On the pilot and copilot Reversion Selection Panels (RSPs) (**L33FV**)/(**R33FV**), make sure that the "ADC" pushbuttons are extinguished (no ADC reversion).
 - If an "ADC" pushbutton is lit on (ADC1 reversion or/and ADC2 reversion), push on the "ADC" pushbutton to deselect the ADC reversion.
- E. Check of altitude indications on the pilot PFD and copilot PFD

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NOTE: The pilot and copilot altitude data must be checked at a speed of 0 kt.

- (1) Select a reference pressure of 29.92 in.Hg on the Primary Flight Display 1 (PFD 1) (**L12FV**) and PFD 2 (**R12FV**) by pressing the "STD" key on the bottom strip of each PFD.

NOTE: Check that the "in.Hg" unit has been previously selected on the PFD 1 and PFD 2 . If not, press the "IN/HPA" key on the bottom strip of each PFD.

- (2) On the digital air data bench, select each one of the values given in Table 3 (see **fig. 2**).

NOTE: The values followed by an asterisk are only to be taken into account for aircraft operated in Reduced Vertical Separation Minimum (RVSM) conditions (A/C with SB F900EX-4).

- (3) Record the altitude values read on PFD 1 (**L12FV**) and PFD 2 (**R12FV**).
- (4) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).

(5) Adjust the digital air data bench to display an altitude of 8,230 ft on the pilot PFD.

- (6) Select on PFD 1 (**L12FV**) the reference pressure values given in the table below.

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON PFD 1 (ft)	ALTITUDE READING ON PFD 2 (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
28.10			6478	6528
28.50			6865	6915
29.00			7342	7392
29.50			7813	7863
29.92			8230	
30.50			8736	8786
30.90			9098	9148
30.99			9179	9229

- (7) Record the altitude values read on PFD 1 (**L12FV**).
- (8) Check that these values are within the minimum and maximum values given in the table above.
- (9) Repeat steps 4.E.(5), 4.E.(6), 4.E.(7) and 4.E.(8) on PFD 2 (**R12FV**).

F. Check of pilot and copilot airspeed indications

- (1) On PFD 1 and PFD 2, select a reference pressure of 29.92 in.Hg by pressing the "STD" key on the bottom strip of each PFD.
- (2) Select an altitude of 5,000 ft on the digital air data bench.
- (3) On the digital air data bench, select each one of the Indicated AirSpeed (IAS) values given in the table below.

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SELECTED IAS (kt)	IAS READING ON PFD 1 (kt)	IAS READING ON PFD 2 (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100			98	102
150			148	152
200			198	202
250			248	252
300			297	303
350			347	353
400			396	404

(4) Record the IAS values read on the pilot PFD and copilot PFD.

(5) Check that these values are within the minimum and maximum values given in the table above.

(6) Slowly return the digital air data bench to ambient atmospheric pressure.

G. Check of pilot and copilot altitude indications using the RH static pressure probe (**R13FL**)

NOTE: The purpose of this check is to make sure that the static pressure system is not blocked between the RH static pressure probe (**R13FL**) and the ADCs (**L2FX**)/(**R2FX**).

(1) Cross-connect the static pressure probes as follows:

Refer to **fig. 4**

(a) Remove the static test adapter from the LH static pressure probe (**L13FL**).

(b) Remove the static blanking adapter from the RH static pressure probe.

(c) Install the static test adapter on the RH static pressure probe.

(d) Install the static blanking adapter on the LH static pressure probe.

(2) Select a reference pressure of 29.92 in.Hg on the PFD 1 and on the PFD 2 by pressing the "STD" key on the bottom strip of each PFD.

(3) On the digital air data bench, select an altitude of 40,000 ft.

NOTE: On the digital air data bench, the selected speed must be 0 kt.

(4) Check that the altitude values read on the PFD 1 and PFD 2 are identical to the values recorded at step 4.E.(3) for a selected altitude of 40,000 ft.

(5) Slowly return the digital air data bench to ambient atmospheric pressure.

H. Disconnect the digital air data bench from the normal pressure probes (Refer to **TASK 34-10-00-860-801**).

I. Remove the in-flight simulation tools from the LH and RH main landing gear legs (Refer to **TASK 32-60-00-910-802**).

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5. FUNCTIONAL TEST OF STAND-BY ALTIMETER (1FK)

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



- A. Connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Make sure that the in-flight simulation tools are not installed.
- C. Check that the "ST-BY INSTR BAT" circuit breaker (**1FG**) is engaged (see **fig. 1**).
- D. On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with modification M2608), using the knob located on the bottom left side of the stand-by altimeter.
- E. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- F. Test in climb
 - (1) On the digital air data bench, select in succession each one of the altitude values in climb given in Table 3 (except specific RVSM values: 29,000 ft and 41,000 ft) (see **fig. 2**).
 - (2) Record the altitude values read in climb (Zm) on the stand-by altimeter.
 - (3) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).
- G. Wait 10 to 15 minutes at 51,000 ft.
- H. Test in descent
 - (1) Select 25,000 ft on the digital air data bench.
 - (2) Wait 5 minutes at 25,000 ft.
 - (3) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (4) Select 20,000 ft on the digital air data bench.
 - (5) Wait 5 minutes at 20,000 ft.
 - (6) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (7) Select 0 ft on the digital air data bench.
 - (8) Wait 1 minute at 0 ft.
 - (9) Record the altitude value read in descent (Zd) on the stand-by altimeter.
- I. For each one of the three altitude values (25,000 ft, 20,000 ft and 0 ft), calculate the difference between the altitude value read in descent (Zd) and the value read in climb (Zm).
- J. Check that the three calculated values (Zd-Zm) are within the tolerances given in Table 3 (see **fig. 2**).
- K. Select an altitude of 0 ft on the digital air data bench.

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- L. On the stand-by altimeter, select each one of the reference pressure values given in the table below (Table 1 or Table 2 according to the type of stand-by altimeter).

Table 1: stand-by altimeter with reference pressure in in.Hg

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
26.00		- 3866	- 3806
27.20		- 2640	- 2590
28.40		- 1462	- 1412
29.50		- 417	- 367
29.92		- 10	10
30.40		415	465
30.90		868	918

Table 2: stand-by altimeter with reference pressure in mbar

SELECTED REFERENCE PRESSURE (m bar)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
880		- 3880	- 3820
920		- 2672	- 2622
960		- 1511	- 1461
1000		- 389	- 339
1013		- 10	10
1020		159	209
1040		698	748

- M. Record the altitude values read on the stand-by altimeter.
- N. Check that these values are within the minimum and maximum values given in the table above (Table 1 or Table 2).
- O. Test of stand-by altimeter with buzzer on or off
- (1) On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar).
 - (2) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
 - (3) Record the altitude values read on the stand-by altimeter with the buzzer on.

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- (4) Slowly return the digital air data bench to ambient atmospheric pressure.
- (5) On the circuit breaker panel (**10PP**), disengage the "ST-BY INSTR BAT" circuit breaker (**1FG**) to switch off the buzzer of the stand-by altimeter (see **fig. 1**).
- (6) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
- (7) Record the altitude values read on the stand-by altimeter with the buzzer off.
- (8) Calculate the difference between the values read on the stand-by altimeter with the buzzer on and the values read on the stand-by altimeter with the buzzer off.
- (9) Check that the calculated differences are within the indicated tolerances.
- (10) On the circuit breaker panel, engage the "ST-BY INSTR BAT" circuit breaker (see **fig. 1**).

P. Check of stand-by altimeter using the stand-by static pressure probe (**R501FL**)

NOTE: The purpose of this check is to make sure that the stand-by pressure system is not blocked between the stand-by static pressure probe (**R501FL**) and the stand-by altimeter .

- (1) Cross-connect the stand-by static pressure probes as follows:
Refer to **fig. 4**
 - (a) Remove the stand-by static test adapter from the LH stand-by static pressure probe (**L501FL**).
 - (b) Remove the stand-by static blanking adapter from the RH stand-by static pressure probe (**R501FL**).
 - (c) Install the stand-by static test adapter on the RH stand-by static pressure probe.
 - (d) Install the stand-by static blanking adapter on the LH stand-by static pressure probe.
- (2) On the stand-by altimeter, make sure that a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with M2608) is selected. Otherwise, select a reference pressure of 29.92 in.Hg or 1013 mbar.
- (3) On the digital air data bench, select an altitude of 40,000 ft.
- (4) Check that the altitude values read on the stand-by altimeter are identical to the values recorded at step **5.F.(2)** for a selected altitude of 40,000 ft.
- (5) Slowly return the digital air data bench to ambient atmospheric pressure.

Q. If the following test is not to be performed, disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

6. **FUNCTIONAL TEST OF STAND-BY MACH AIRSPEED INDICATOR (26FL)**

Refer to **fig. 5**

- A. As applicable, connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Check of Indicated AirSpeed (IAS) indications
 - (1) On the digital air data bench, select an altitude of 5,000 ft.
 - (2) On the digital air data bench, select each one of the IAS values given in the table below.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

SELECTED IAS (kt)	IAS READING ON STAND-BY MACH AIRSPEED INDICATOR (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100		95	105
150		145	155
200		194	206
250		242.5	257.5
300		291	309
350		339.5	360.5
400		388	412

(3) Record the IAS values read on the stand-by Mach airspeed indicator (**26FL**).

(4) Check that these IAS values are within the minimum and maximum values given in the table above.

C. Check of Mach indications

(1) On the digital air data bench, select each one of the pairs of values (altitude/static pressure and Mach) from the table below.

NOTE: Wait until the pointer of the instrument settles before recording the value.
The ambient temperature must be 20°C ± 5°C (68°F ± 9°F).

SELECTED ALTITUDE/STATIC PRESSURE (mbar)	SELECTED MACH	MACH READING	MIN. MACH	MAX. MACH
1013.25	0.34		0.332	0.348
724.05	0.40		0.393	0.407
453.19	0.50		0.493	0.507
285.15	0.62		0.613	0.627
192.36	0.74		0.728	0.752
115.81	0.92		0.902	0.938

(2) Record the Mach values read on the stand-by Mach airspeed indicator.

(3) Check that these Mach values are within the minimum and maximum values given in the table above.

D. Slowly return the digital air data bench to ambient atmospheric pressure.

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- E. Disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

7. FINAL STEPS

Refer to **fig. 1**

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).
- B. Disconnect the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- C. Install the protective covers on the total and static pressure probes.
- ◆
- D. Engage the following circuit breakers:
- "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

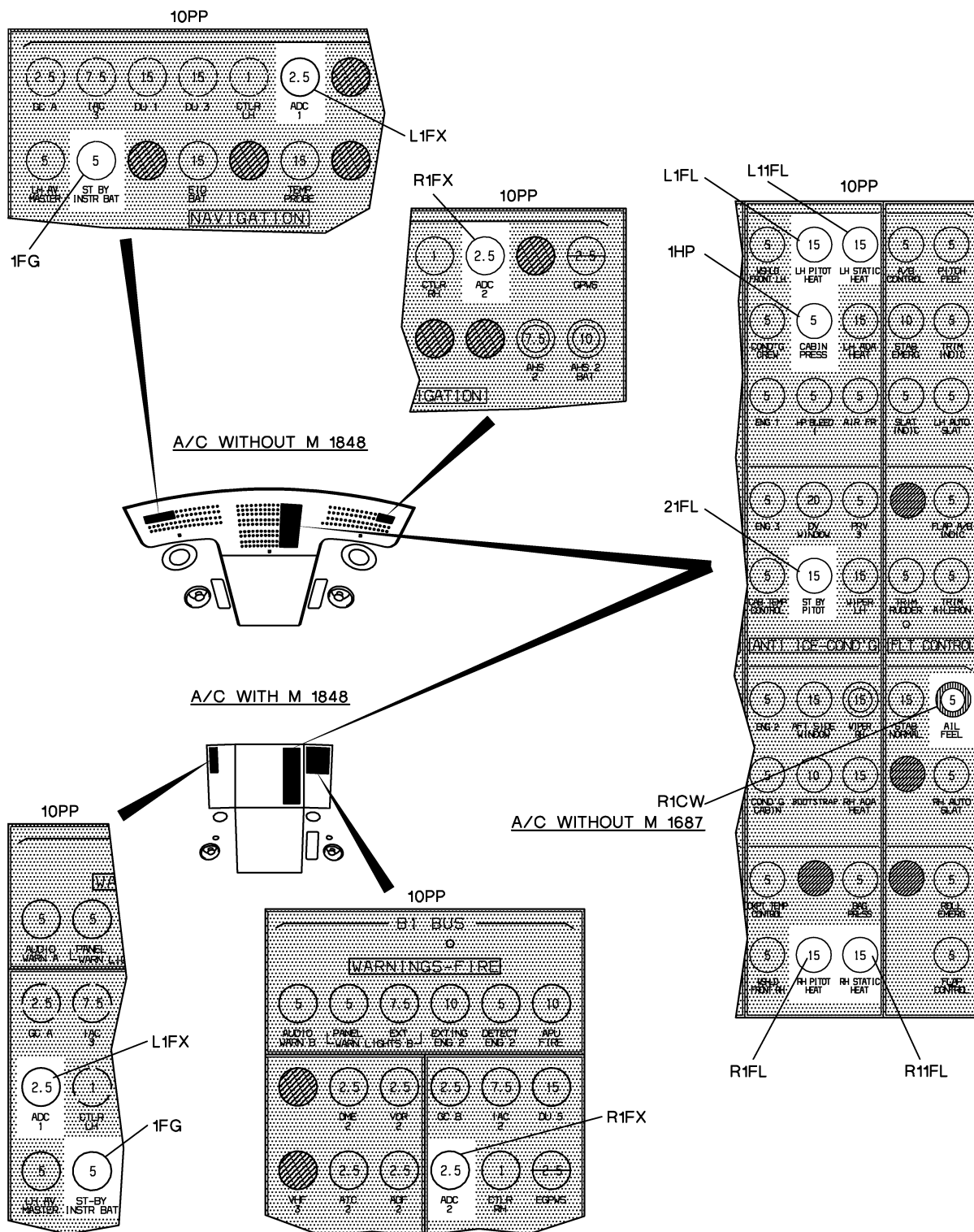


Figure 1: LOCATION OF CIRCUIT BREAKERS

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ALTITUDE SELECTED (ft)	PFD 1		PFD 2		STAND-BY ALTIMETER		MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)	Zd-Zm (ft)
	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (Zm) (ft)	ALTITUDE READING IN DESCENT (Zd) (ft)			
-1000						/	-1020	-980	/
0						/	-20	20	/
							/	/	±30
500						/	480	520	/
1000						/	980	1020	/
1500						/	1475	1525	/
2000						/	1970	2030	/
3000						/	2970	3030	/
4000						/	3965	4035	/
6000						/	5960	6040	/
8000						/	7940	8060	/
10,000						/	9920	10,080	/
12,000						/	11,910	12,090	/
14,000						/	13,900	14,100	/
16,000						/	15,890	16,110	/
18,000						/	17,880	18,120	/
20,000						/	19,870	20,130	/
							/	/	±75
22,000						/	21,860	22,140	/
25,000						/	24,845	25,155	/
							/	/	±75
29,000 (*)					/	/	28,975 (*)	29,025 (*)	/
30,000						/	29,820	30,180	/
30,000 (*)					/	/	29,975 (*)	30,025 (*)	/
35,000						/	34,795	35,205	/
35,000 (*)					/	/	34,971 (*)	35,029 (*)	/
40,000						/	39,770	40,230	/
40,000 (*)					/	/	39,966 (*)	40,034 (*)	/
41,000 (*)					/	/	40,965 (*)	41,035 (*)	/
45,000						/	44,745	45,255	/
50,000						/	49,720	50,280	/
51,000						/	50715	51285	/

NOTE : THE VALUES FOLLOWED WITH AN ASTERISK ARE ONLY TO BE ACCOUNTED FOR IF AIRCRAFT ARE OPERATED IN RVSM CONDITIONS (A/C WITH SB F900EX-4)

Figure 2: TABLE 3 - ALTITUDE READINGS

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ALTITUDE SELECTED (ft)	ALTITUDE READING WITH BUZZER "ON" (ft)	ALTITUDE READING WITH BUZZER "OFF" (ft)	DIFFERENCE BETWEEN ALTITUDE READINGS WITH AND WITHOUT BUZZER (ft)	TOLERANCE (ft)
1000				± 70
2000				± 70
3000				± 70
6000				± 70
10,000				± 80
16,000				± 90
20,000				± 100
25,000				± 120
30,000				± 140
35,000				± 160
40,000				± 180
50,000				± 250
51,000				± 285

Figure 3: TABLE 4 - ALTITUDE READINGS FROM STAND-BY ALTIMETER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

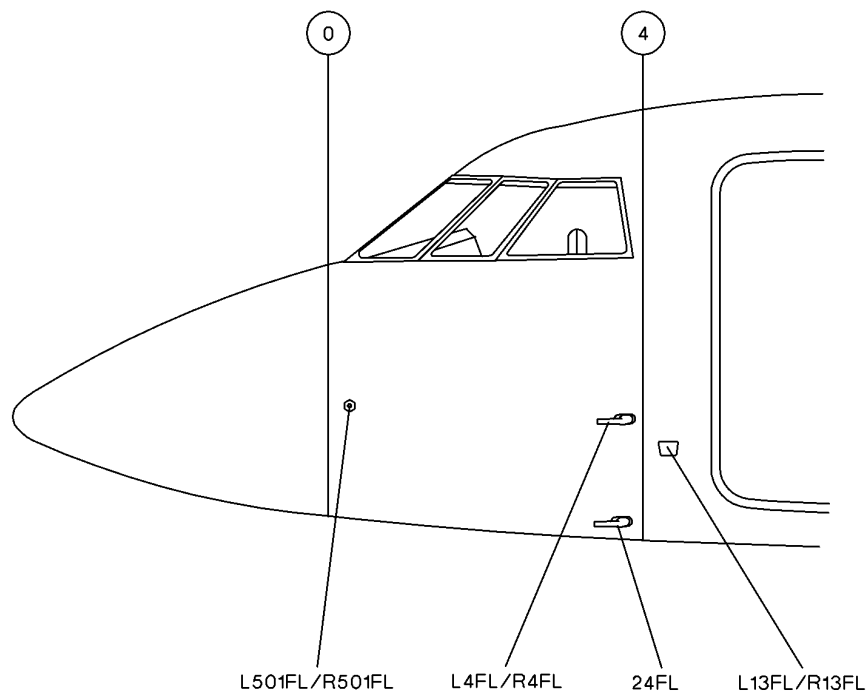


Figure 4: LOCATION OF AIR DATA PROBES

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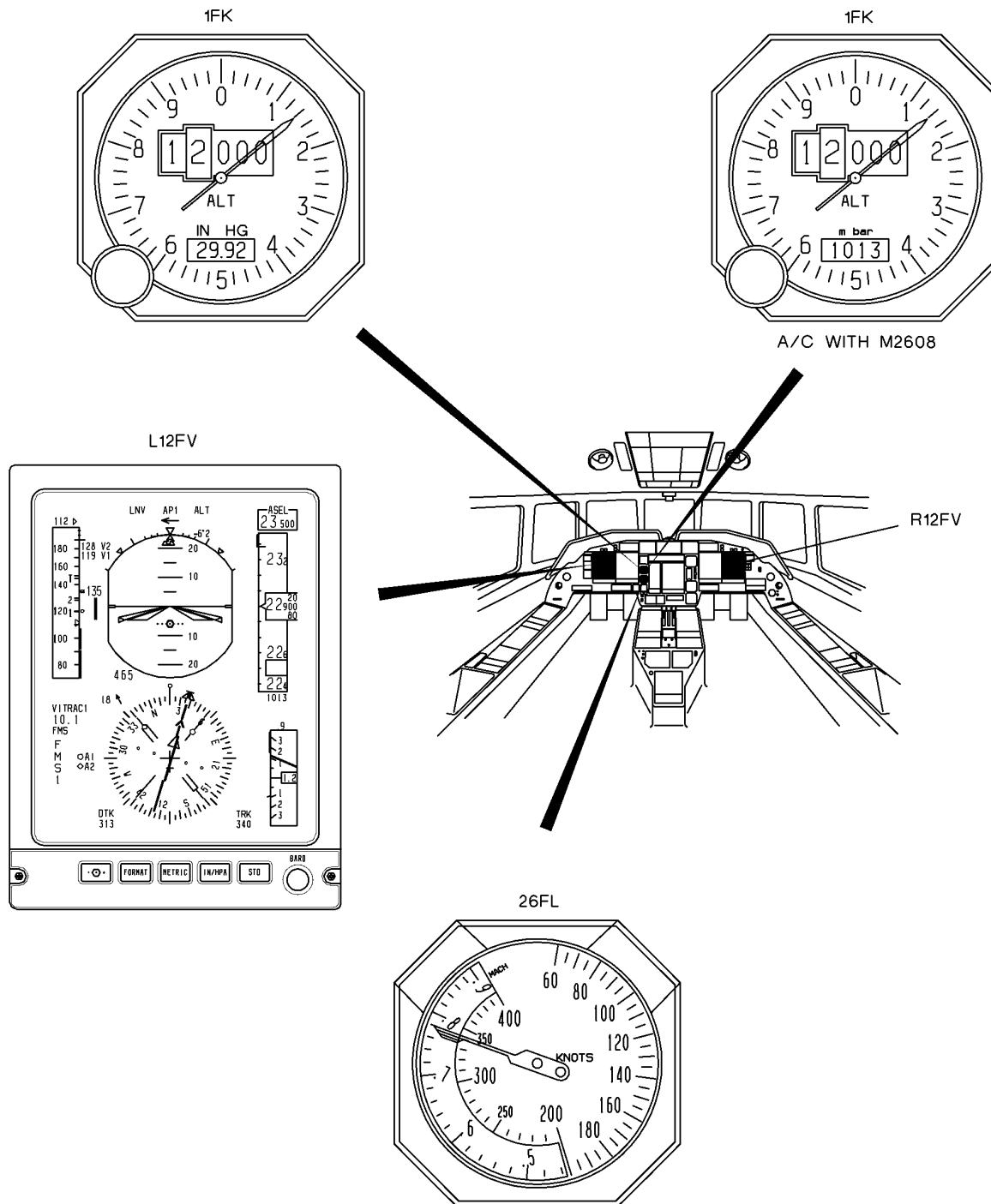


Figure 5: LOCATION OF COCKPIT CONTROLS

Project No: **BDHRN002**Job Card No **0162**

Notif.No.: 10049219

Activity: **1024**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **TST DADC 2 (FAR 91.411)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069355 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-14-01-700-881-02

Operator Code: 34-14-01-700-881-02

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.: **34.060**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	24-JAN-2013						
Accomplished							

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

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

34-14-01-900-801-02

COPILLOT DIGITAL AIR DATA COMPUTER

AMM 34-14-01-900-801

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT <input type="checkbox"/> DAMAGED <input type="checkbox"/> UNKNOWN
If removed P/N & S/N information is incorrect please provide details below.					
REMOVED P/N	7014700-629		S/N	00124480	
INSTALLED P/N			S/N		
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS
	HRS		HRS		
	LDGS		LDGS		
				WARRANTY TIME REMAINING	MOS
					HRS
					LDGS
				TECH:	INSP:

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS	TIME	CONTINUE
		HRS.MINS	ACCRUED	TIME

#>34-14-01-700-881 TEST COPILLOT DIGITAL AIR DATA COMPUTER (FAR 91.411)

-02

RVSM

RECORD DATE OF CALIBRATION ____/____/____

FAR 91.411

REMARKS : _____
NOTE (16) - THESE OPERATIONS MAY BE REQUIRED TO COMPLY WITH THE OPERATING AND FLIGHT RULES OF THE COUNTRY OF REGISTRATION. REFER TO APPLICABLE REGULATIONS.

34-16-00-720-801-02 FUNCTIONAL TEST COPILLOT DIGITAL AIR DATA COMPUTER

REMARKS : _____

AMM 34-16-00-720-801

34-16-00-720-801-06 LEAK TEST COPILLOT DIGITAL AIR DATA COMPUTER AIR PRESSURE SYSTEM

RVSM

REMARKS : _____

AMM 34-16-00-720-801

Operator: **HERON AVIATION**

Work Card No.: **34.060**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

AREA SUMMARIES

F3 COCKPIT

34-14-01-900-801-02 COPILOT DIGITAL AIR DATA COMPUTER

34-16-00-720-801-02 FUNCTIONAL TEST COPILOT DIGITAL AIR DATA COMPUTER

SOURCE SUMMARIES

10 FAR 91.411 PAGE NO.: REF: SEC 91.411 ALTIMETER SYSTEM AND ALTITUDE REPORTING EQUIPMENT TESTS AND INSPECTIONS DATE: 01/31/04

34-14-01-700-881-02 TEST COPILOT DIGITAL AIR DATA COMPUTER (FAR 91.411)

956 MPD 05-20-34 PAGE NO.:PAGE 1/2 REF: 34-10 FLIGHT ENVIRONMENT DATA DATE: MAR 09/2012 2

34-16-00-720-801-02 FUNCTIONAL TEST COPILOT DIGITAL AIR DATA COMPUTER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-14-01-900-801

REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS (ADC)

1. OVERVIEW OF THE JOB

Operation codes:

- 34-14-01-900-801-01 ADC 1 (**L2FX**)
- 34-14-01-900-801-02 ADC 2 (**R2FX**)

2. LOGISTICS

A. References

Reference	Designation
• 34-11-00-790-801	LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
• 34-14-01-710-801	OPERATIONAL TEST OF THE AIR DATA COMPUTERS (ADC)

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Access

Reference	Designation
• PAX	PASSENGER DOOR

3. REMOVAL OF AIR DATA COMPUTER ADC 1 (**L2FX**)

- Check that the aircraft systems are not energized.
- Remove pilot console tidy pocket.
- Disconnect the electric connector.
- Disconnect the total and static pressure lines.
- Blank off the pitot/static line couplings.
- Unscrew the knurled knob and disengage it from the attachment stud.
- Remove the ADC.

4. INSTALLATION OF AIR DATA COMPUTER ADC 1

- Install the ADC.
- Remove blanking caps from pitot/static line couplings and reconnect the lines.
- Reconnect the electric connector.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- D. Install the knurled knob and screw until the unit is tight-fit.
- E. Check for leaktightness of pitot/static systems (Refer to **TASK 34-11-00-790-801**).
- F. Perform an operational test of ADCs (Refer to **TASK 34-14-01-710-801**).

5. REMOVAL/INSTALLATION OF AIR DATA COMPUTER ADC 2 (R2FX)

- A. Proceed in the same way as for the ADC 1 by removing copilot console side trim panel.

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TASK 34-16-00-720-801 FUNCTIONAL TEST OF THE AIR DATA INDICATORS

WARNING: BEFORE PERFORMING THE FUNCTIONAL TEST OF THE AIR DATA INSTRUMENTS, MAKE SURE THAT THE PRESSURE PROBE HEATING SYSTEMS ARE NOT ENERGIZED. THIS WILL HELP PREVENT INJURIES TO PERSONNEL AND DAMAGE TO THE EQUIPMENT.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-16-00-720-801-01 ADC 1 ([L2FX](#))
- 34-16-00-720-801-02 ADC 2 ([R2FX](#))
- 34-16-00-720-801-03 stand-by altimeter ([1FK](#))
- 34-16-00-720-801-04 stand-by Mach airspeed indicator ([26FL](#))

NOTE 1: These tests are to be performed with all air data system equipment installed, including air data computers.

NOTE 2: The operator may either choose to perform the functional test per this procedure or to send the equipment to an approved repair agent.
If the operator chooses to perform this procedure and the results of some of the tests are out of tolerance, the affected equipment items must be removed and sent to an approved repair agent for calibration (Refer to [TASK 34-14-01-900-801](#)).

NOTE 3: Depending on Local Authorities operational regulations, additional tasks may be required to substantiate a periodic test of the Air Data System.
For example, it may be necessary to perform the following procedures:

- the draining of the total/static pressure system (Refer to [TASK 34-11-00-680-801](#)) to ensure freedom from entrapped moisture,
- the operational test of the air data probe anti-icing system (Refer to [TASK 30-30-00-710-801](#)) to determine that the static port heater is operative.

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 30-30-00-710-801	OPERATIONAL TEST OF THE AIR DATA PROBE ANTI-ICING SYSTEM
• 32-60-00-910-802	USE OF THE TARGETS FOR FLIGHT SIMULATION
• 34-10-00-860-801	PREPARATION AND USE OF THE AIR DATA BENCH
• 34-11-00-200-801	CHECK OF THE TOTAL / STATIC PRESSURE SYSTEM FOR CLOGGING
• 34-11-00-680-801	DRAINING OF THE TOTAL / STATIC PRESSURE SYSTEM
• 34-11-00-790-801	LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
• 34-14-01-900-801	REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS (ADC)

B. Energy

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- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Connect the electrical Ground Power Unit (GPU) (Refer to **TASK 24-00-00-860-801**).
- B. Check the air data systems for leaks (Refer to **TASK 34-11-00-790-801**).
- C. Check that all the circuit breakers are engaged, except:
 - "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).
- D. Energize the aircraft systems with the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- E. Check that the "LH AV MASTER" switch/light (**L2PP**), "RH AV MASTER" switch/light (**R2PP**) and "MINI LOAD MASTER" switch/light (**8PP**) are extinguished (avionics equipment power supply not load-shedded) (Refer to **SDS 24-60-00**, Figures: Circuit Breaker panels (10PP)).

4. FUNCTIONAL TEST OF ADC'S

Refer to **fig. 2** and **fig. 5**

- A. Install the in-flight simulation tools on the LH and RH main landing gear legs to set the aircraft in flight configuration (Refer to **TASK 32-60-00-910-802**, paragraph "Use").
- B. Connect the digital air data bench to the pilot and copilot pitot and static normal pressure probes (Refer to **TASK 34-10-00-860-801**).
- C. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- D. On the pilot and copilot Reversion Selection Panels (RSPs) (**L33FV**)/(**R33FV**), make sure that the "ADC" pushbuttons are extinguished (no ADC reversion).
 - If an "ADC" pushbutton is lit on (ADC1 reversion or/and ADC2 reversion), push on the "ADC" pushbutton to deselect the ADC reversion.
- E. Check of altitude indications on the pilot PFD and copilot PFD

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NOTE: The pilot and copilot altitude data must be checked at a speed of 0 kt.

- (1) Select a reference pressure of 29.92 in.Hg on the Primary Flight Display 1 (PFD 1) (**L12FV**) and PFD 2 (**R12FV**) by pressing the "STD" key on the bottom strip of each PFD.

NOTE: Check that the "in.Hg" unit has been previously selected on the PFD 1 and PFD 2 . If not, press the "IN/HPA" key on the bottom strip of each PFD.

- (2) On the digital air data bench, select each one of the values given in Table 3 (see **fig. 2**).

NOTE: The values followed by an asterisk are only to be taken into account for aircraft operated in Reduced Vertical Separation Minimum (RVSM) conditions (A/C with SB F900EX-4).

- (3) Record the altitude values read on PFD 1 (**L12FV**) and PFD 2 (**R12FV**).
- (4) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).

(5) Adjust the digital air data bench to display an altitude of 8,230 ft on the pilot PFD.

- (6) Select on PFD 1 (**L12FV**) the reference pressure values given in the table below.

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON PFD 1 (ft)	ALTITUDE READING ON PFD 2 (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
28.10			6478	6528
28.50			6865	6915
29.00			7342	7392
29.50			7813	7863
29.92			8230	
30.50			8736	8786
30.90			9098	9148
30.99			9179	9229

- (7) Record the altitude values read on PFD 1 (**L12FV**).
- (8) Check that these values are within the minimum and maximum values given in the table above.
- (9) Repeat steps 4.E.(5), 4.E.(6), 4.E.(7) and 4.E.(8) on PFD 2 (**R12FV**).

F. Check of pilot and copilot airspeed indications

- (1) On PFD 1 and PFD 2, select a reference pressure of 29.92 in.Hg by pressing the "STD" key on the bottom strip of each PFD.
- (2) Select an altitude of 5,000 ft on the digital air data bench.
- (3) On the digital air data bench, select each one of the Indicated AirSpeed (IAS) values given in the table below.

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SELECTED IAS (kt)	IAS READING ON PFD 1 (kt)	IAS READING ON PFD 2 (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100			98	102
150			148	152
200			198	202
250			248	252
300			297	303
350			347	353
400			396	404

(4) Record the IAS values read on the pilot PFD and copilot PFD.

(5) Check that these values are within the minimum and maximum values given in the table above.

(6) Slowly return the digital air data bench to ambient atmospheric pressure.

G. Check of pilot and copilot altitude indications using the RH static pressure probe (**R13FL**)

NOTE: The purpose of this check is to make sure that the static pressure system is not blocked between the RH static pressure probe (**R13FL**) and the ADCs (**L2FX**)/(**R2FX**).

(1) Cross-connect the static pressure probes as follows:

Refer to **fig. 4**

(a) Remove the static test adapter from the LH static pressure probe (**L13FL**).

(b) Remove the static blanking adapter from the RH static pressure probe.

(c) Install the static test adapter on the RH static pressure probe.

(d) Install the static blanking adapter on the LH static pressure probe.

(2) Select a reference pressure of 29.92 in.Hg on the PFD 1 and on the PFD 2 by pressing the "STD" key on the bottom strip of each PFD.

(3) On the digital air data bench, select an altitude of 40,000 ft.

NOTE: On the digital air data bench, the selected speed must be 0 kt.

(4) Check that the altitude values read on the PFD 1 and PFD 2 are identical to the values recorded at step 4.E.(3) for a selected altitude of 40,000 ft.

(5) Slowly return the digital air data bench to ambient atmospheric pressure.

H. Disconnect the digital air data bench from the normal pressure probes (Refer to **TASK 34-10-00-860-801**).

I. Remove the in-flight simulation tools from the LH and RH main landing gear legs (Refer to **TASK 32-60-00-910-802**).

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5. **FUNCTIONAL TEST OF STAND-BY ALTIMETER (1FK)**

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



- A. Connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Make sure that the in-flight simulation tools are not installed.
- C. Check that the "ST-BY INSTR BAT" circuit breaker (**1FG**) is engaged (see **fig. 1**).
- D. On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with modification M2608), using the knob located on the bottom left side of the stand-by altimeter.
- E. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- F. Test in climb
 - (1) On the digital air data bench, select in succession each one of the altitude values in climb given in Table 3 (except specific RVSM values: 29,000 ft and 41,000 ft) (see **fig. 2**).
 - (2) Record the altitude values read in climb (Zm) on the stand-by altimeter.
 - (3) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).
- G. Wait 10 to 15 minutes at 51,000 ft.
- H. Test in descent
 - (1) Select 25,000 ft on the digital air data bench.
 - (2) Wait 5 minutes at 25,000 ft.
 - (3) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (4) Select 20,000 ft on the digital air data bench.
 - (5) Wait 5 minutes at 20,000 ft.
 - (6) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (7) Select 0 ft on the digital air data bench.
 - (8) Wait 1 minute at 0 ft.
 - (9) Record the altitude value read in descent (Zd) on the stand-by altimeter.
- I. For each one of the three altitude values (25,000 ft, 20,000 ft and 0 ft), calculate the difference between the altitude value read in descent (Zd) and the value read in climb (Zm).
- J. Check that the three calculated values (Zd-Zm) are within the tolerances given in Table 3 (see **fig. 2**).
- K. Select an altitude of 0 ft on the digital air data bench.

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- L. On the stand-by altimeter, select each one of the reference pressure values given in the table below (Table 1 or Table 2 according to the type of stand-by altimeter).

Table 1: stand-by altimeter with reference pressure in in.Hg

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
26.00		- 3866	- 3806
27.20		- 2640	- 2590
28.40		- 1462	- 1412
29.50		- 417	- 367
29.92		- 10	10
30.40		415	465
30.90		868	918

Table 2: stand-by altimeter with reference pressure in mbar

SELECTED REFERENCE PRESSURE (m bar)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
880		- 3880	- 3820
920		- 2672	- 2622
960		- 1511	- 1461
1000		- 389	- 339
1013		- 10	10
1020		159	209
1040		698	748

- M. Record the altitude values read on the stand-by altimeter.
- N. Check that these values are within the minimum and maximum values given in the table above (Table 1 or Table 2).
- O. Test of stand-by altimeter with buzzer on or off
- (1) On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar).
 - (2) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
 - (3) Record the altitude values read on the stand-by altimeter with the buzzer on.

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- (4) Slowly return the digital air data bench to ambient atmospheric pressure.
- (5) On the circuit breaker panel (**10PP**), disengage the "ST-BY INSTR BAT" circuit breaker (**1FG**) to switch off the buzzer of the stand-by altimeter (see **fig. 1**).
- (6) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
- (7) Record the altitude values read on the stand-by altimeter with the buzzer off.
- (8) Calculate the difference between the values read on the stand-by altimeter with the buzzer on and the values read on the stand-by altimeter with the buzzer off.
- (9) Check that the calculated differences are within the indicated tolerances.
- (10) On the circuit breaker panel, engage the "ST-BY INSTR BAT" circuit breaker (see **fig. 1**).

P. Check of stand-by altimeter using the stand-by static pressure probe (**R501FL**)

NOTE: The purpose of this check is to make sure that the stand-by pressure system is not blocked between the stand-by static pressure probe (**R501FL**) and the stand-by altimeter .

- (1) Cross-connect the stand-by static pressure probes as follows:
Refer to **fig. 4**
 - (a) Remove the stand-by static test adapter from the LH stand-by static pressure probe (**L501FL**).
 - (b) Remove the stand-by static blanking adapter from the RH stand-by static pressure probe (**R501FL**).
 - (c) Install the stand-by static test adapter on the RH stand-by static pressure probe.
 - (d) Install the stand-by static blanking adapter on the LH stand-by static pressure probe.
- (2) On the stand-by altimeter, make sure that a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with M2608) is selected. Otherwise, select a reference pressure of 29.92 in.Hg or 1013 mbar.
- (3) On the digital air data bench, select an altitude of 40,000 ft.
- (4) Check that the altitude values read on the stand-by altimeter are identical to the values recorded at step **5.F.(2)** for a selected altitude of 40,000 ft.
- (5) Slowly return the digital air data bench to ambient atmospheric pressure.

Q. If the following test is not to be performed, disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

6. **FUNCTIONAL TEST OF STAND-BY MACH AIRSPEED INDICATOR (26FL)**

Refer to **fig. 5**

- A. As applicable, connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Check of Indicated AirSpeed (IAS) indications
 - (1) On the digital air data bench, select an altitude of 5,000 ft.
 - (2) On the digital air data bench, select each one of the IAS values given in the table below.

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SELECTED IAS (kt)	IAS READING ON STAND-BY MACH AIRSPEED INDICATOR (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100		95	105
150		145	155
200		194	206
250		242.5	257.5
300		291	309
350		339.5	360.5
400		388	412

(3) Record the IAS values read on the stand-by Mach airspeed indicator (**26FL**).

(4) Check that these IAS values are within the minimum and maximum values given in the table above.

C. Check of Mach indications

(1) On the digital air data bench, select each one of the pairs of values (altitude/static pressure and Mach) from the table below.

NOTE: Wait until the pointer of the instrument settles before recording the value.
The ambient temperature must be 20°C ± 5°C (68°F ± 9°F).

SELECTED ALTITUDE/STATIC PRESSURE (mbar)	SELECTED MACH	MACH READING	MIN. MACH	MAX. MACH
1013.25	0.34		0.332	0.348
724.05	0.40		0.393	0.407
453.19	0.50		0.493	0.507
285.15	0.62		0.613	0.627
192.36	0.74		0.728	0.752
115.81	0.92		0.902	0.938

(2) Record the Mach values read on the stand-by Mach airspeed indicator.

(3) Check that these Mach values are within the minimum and maximum values given in the table above.

D. Slowly return the digital air data bench to ambient atmospheric pressure.

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- E. Disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

7. FINAL STEPS

Refer to **fig. 1**

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).
- B. Disconnect the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- C. Install the protective covers on the total and static pressure probes.
- ◆
- D. Engage the following circuit breakers:
- "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

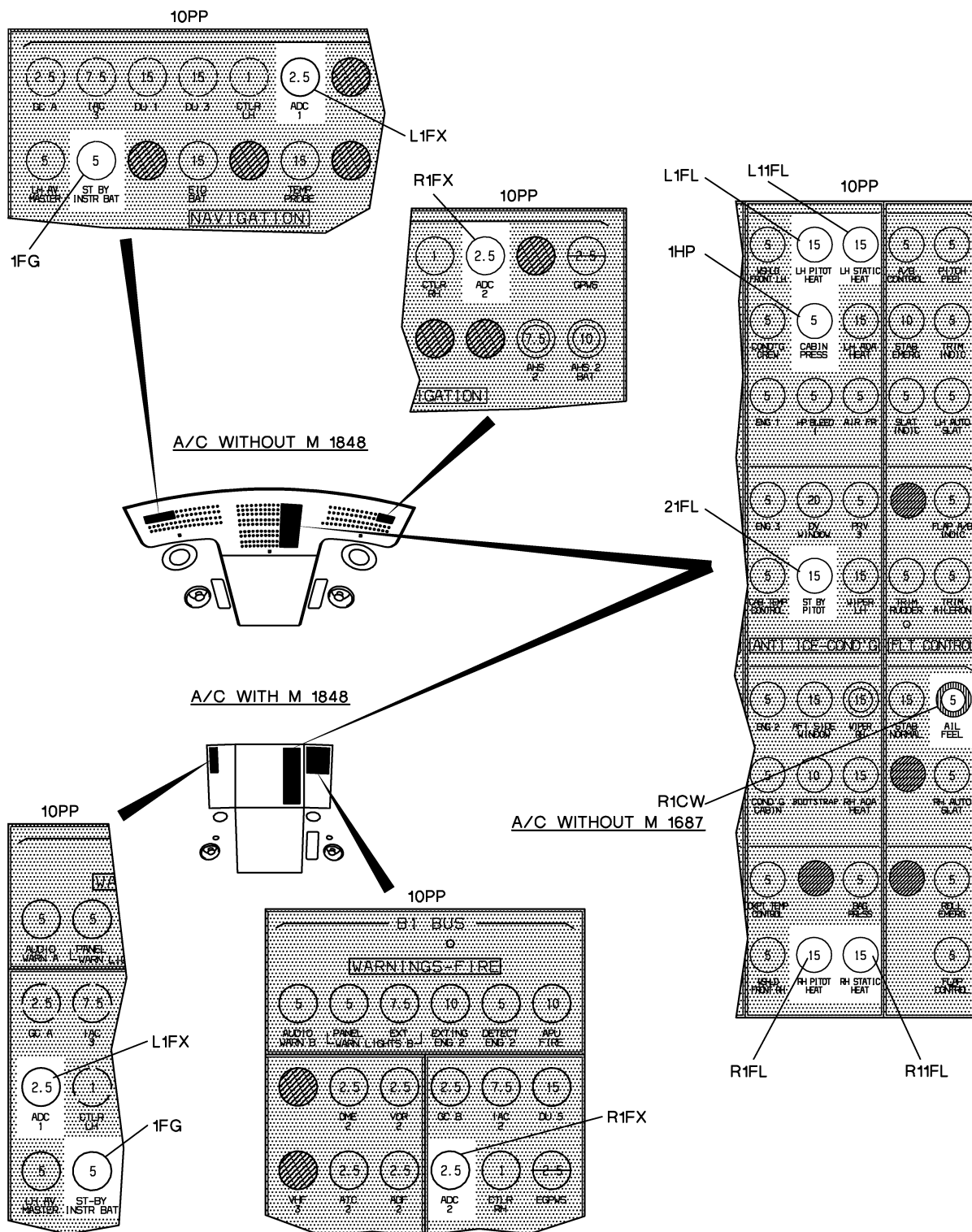


Figure 1: LOCATION OF CIRCUIT BREAKERS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ALTITUDE SELECTED (ft)	PFD 1		PFD 2		STAND-BY ALTIMETER		MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)	Zd-Zm (ft)
	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (Zm) (ft)	ALTITUDE READING IN DESCENT (Zd) (ft)			
-1000						/	-1020	-980	/
0						/	-20	20	/
							/	/	±30
500						/	480	520	/
1000						/	980	1020	/
1500						/	1475	1525	/
2000						/	1970	2030	/
3000						/	2970	3030	/
4000						/	3965	4035	/
6000						/	5960	6040	/
8000						/	7940	8060	/
10,000						/	9920	10,080	/
12,000						/	11,910	12,090	/
14,000						/	13,900	14,100	/
16,000						/	15,890	16,110	/
18,000						/	17,880	18,120	/
20,000						/	19,870	20,130	/
							/	/	±75
22,000						/	21,860	22,140	/
25,000						/	24,845	25,155	/
							/	/	±75
29,000 (*)					/	/	28,975 (*)	29,025 (*)	/
30,000						/	29,820	30,180	/
30,000 (*)					/	/	29,975 (*)	30,025 (*)	/
35,000						/	34,795	35,205	/
35,000 (*)					/	/	34,971 (*)	35,029 (*)	/
40,000						/	39,770	40,230	/
40,000 (*)					/	/	39,966 (*)	40,034 (*)	/
41,000 (*)					/	/	40,965 (*)	41,035 (*)	/
45,000						/	44,745	45,255	/
50,000						/	49,720	50,280	/
51,000						/	50715	51285	/

NOTE : THE VALUES FOLLOWED WITH AN ASTERISK ARE ONLY TO BE ACCOUNTED FOR IF AIRCRAFT ARE OPERATED IN RVSM CONDITIONS (A/C WITH SB F900EX-4)

Figure 2: TABLE 3 - ALTITUDE READINGS

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ALTITUDE SELECTED (ft)	ALTITUDE READING WITH BUZZER "ON" (ft)	ALTITUDE READING WITH BUZZER "OFF" (ft)	DIFFERENCE BETWEEN ALTITUDE READINGS WITH AND WITHOUT BUZZER (ft)	TOLERANCE (ft)
1000				± 70
2000				± 70
3000				± 70
6000				± 70
10,000				± 80
16,000				± 90
20,000				± 100
25,000				± 120
30,000				± 140
35,000				± 160
40,000				± 180
50,000				± 250
51,000				± 285

Figure 3: TABLE 4 - ALTITUDE READINGS FROM STAND-BY ALTIMETER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

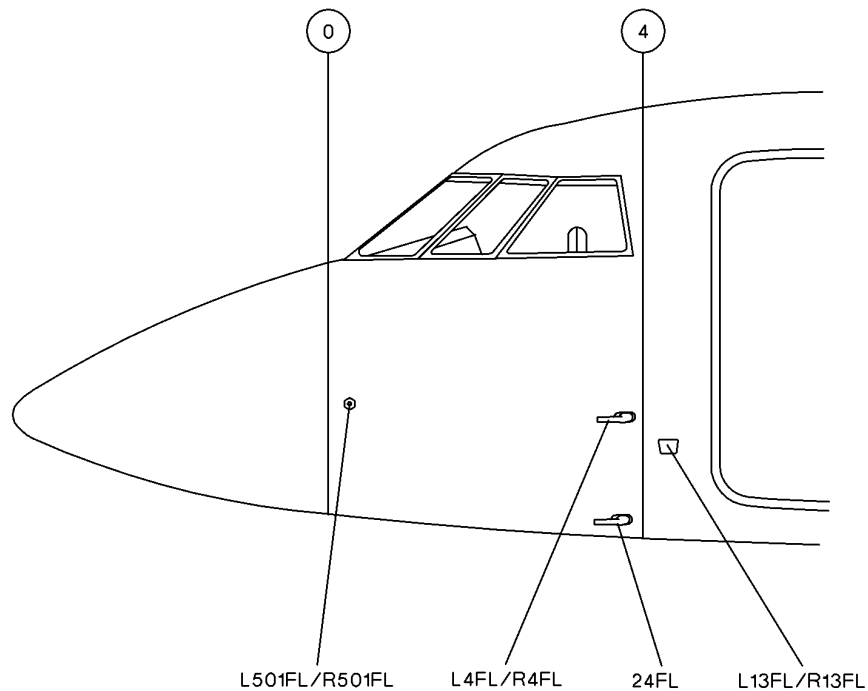


Figure 4: LOCATION OF AIR DATA PROBES

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

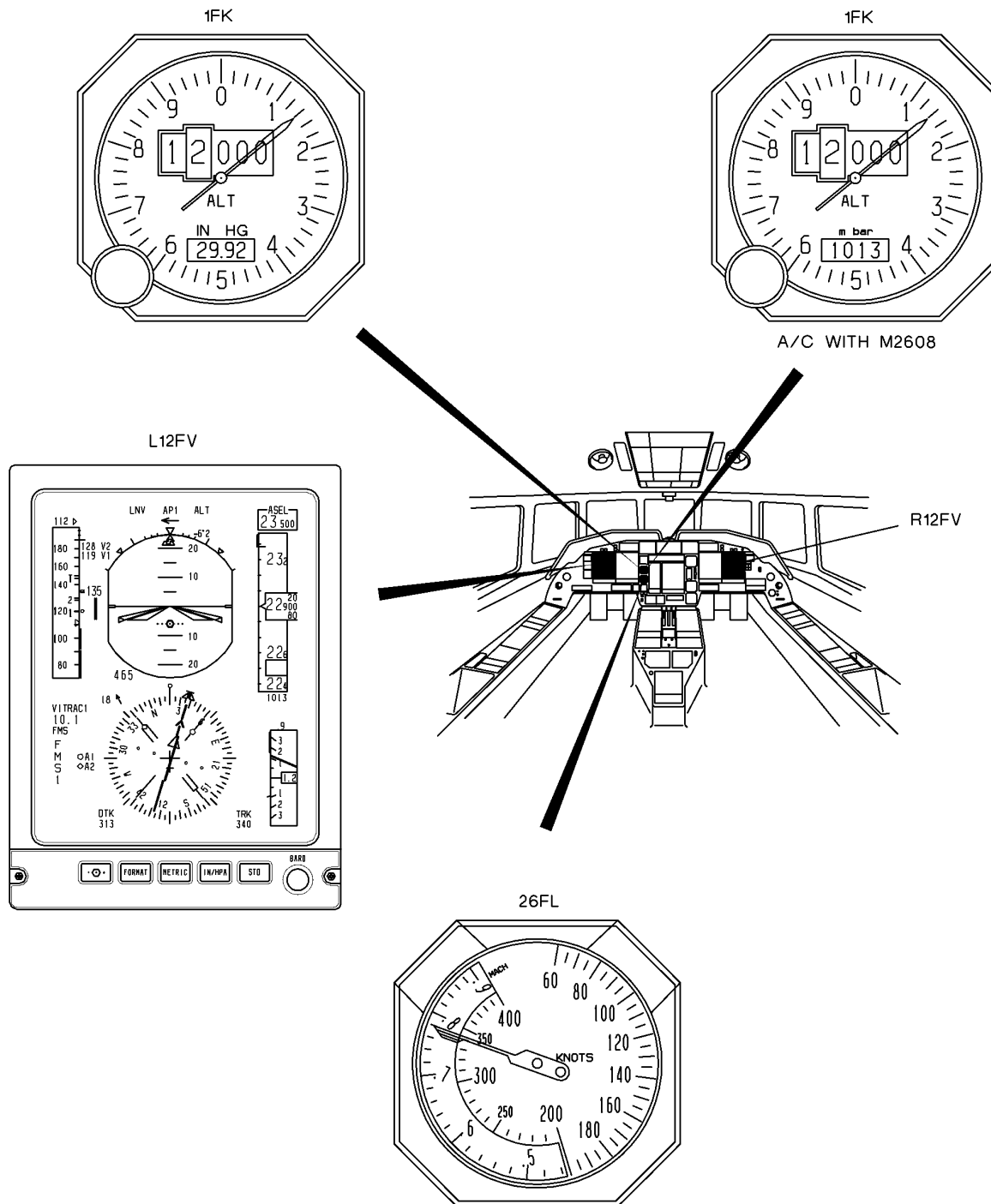


Figure 5: LOCATION OF COCKPIT CONTROLS

Project No: **BDHRN002**Job Card No **0163**

Notif.No.: 10049220

Activity: **1025**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **FNC ADC 1 (I2fx)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069304 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

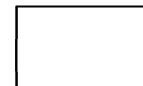
Defect Card Raised

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: 34-16-00-720-801-01

Operator Code: 34-16-00-720-801-01

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.: **34.050**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	24-JAN-2013						
Accomplished							

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

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

34-14-01-900-801-01

PILOT DIGITAL AIR DATA COMPUTER

AMM 34-14-01-900-801

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT		
<i>If removed P/N & S/N information is incorrect please provide details below.</i>							
REMOVED P/N	7014700-629		S/N	00124482		LABOR-HRS	_____
INSTALLED P/N			S/N			PART COST\$	_____
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS		HRS		HRS
	LDGS		LDGS		LDGS		LDGS
						TECH:	_____
						INSP:	_____

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

#34-14-01-700-881-01 TEST PILOT DIGITAL AIR DATA COMPUTER (FAR 91.411)

RVSM

RECORD DATE OF CALIBRATION ____/____/____

FAR 91.411

REMARKS : _____

>34-16-00-720-801- FUNCTIONAL TEST PILOT DIGITAL AIR DATA COMPUTER 01

REMARKS : _____

NOTE (16) - THESE OPERATIONS MAY BE REQUIRED TO COMPLY WITH THE OPERATING AND FLIGHT RULES OF THE COUNTRY OF REGISTRATION. REFER TO APPLICABLE REGULATIONS.

34-16-00-720-801-05 LEAK TEST PILOT DIGITAL AIR DATA COMPUTER AIR PRESSURE SYSTEM

RVSM

REMARKS : _____

AMM 34-16-00-720-801

Operator: **HERON AVIATION**

Work Card No.: **34.050**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

AREA SUMMARIES

F3 COCKPIT

34-14-01-900-801-01 PILOT DIGITAL AIR DATA COMPUTER

34-16-00-720-801-01 FUNCTIONAL TEST PILOT DIGITAL AIR DATA COMPUTER

SOURCE SUMMARIES

10 FAR 91.411 PAGE NO.: REF: SEC 91.411 ALTIMETER SYSTEM AND ALTITUDE REPORTING EQUIPMENT TESTS AND INSPECTIONS DATE: 01/31/04

34-14-01-700-881-01 TEST PILOT DIGITAL AIR DATA COMPUTER (FAR 91.411)

956 MPD 05-20-34 PAGE NO.:PAGE 1/2 REF: 34-10 FLIGHT ENVIRONMENT DATA DATE: MAR 09/2012 2

34-16-00-720-801-01 FUNCTIONAL TEST PILOT DIGITAL AIR DATA COMPUTER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-14-01-900-801

REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS (ADC)

1. OVERVIEW OF THE JOB

Operation codes:

- 34-14-01-900-801-01 ADC 1 (**L2FX**)
- 34-14-01-900-801-02 ADC 2 (**R2FX**)

2. LOGISTICS

A. References

Reference	Designation
• 34-11-00-790-801	LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
• 34-14-01-710-801	OPERATIONAL TEST OF THE AIR DATA COMPUTERS (ADC)

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Access

Reference	Designation
• PAX	PASSENGER DOOR

3. REMOVAL OF AIR DATA COMPUTER ADC 1 (**L2FX**)

- A. Check that the aircraft systems are not energized.
- B. Remove pilot console tidy pocket.
- C. Disconnect the electric connector.
- D. Disconnect the total and static pressure lines.
- E. Blank off the pitot/static line couplings.
- F. Unscrew the knurled knob and disengage it from the attachment stud.
- G. Remove the ADC.

4. INSTALLATION OF AIR DATA COMPUTER ADC 1

- A. Install the ADC.
- B. Remove blanking caps from pitot/static line couplings and reconnect the lines.
- C. Reconnect the electric connector.

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- D. Install the knurled knob and screw until the unit is tight-fit.
- E. Check for leaktightness of pitot/static systems (Refer to [TASK 34-11-00-790-801](#)).
- F. Perform an operational test of ADCs (Refer to [TASK 34-14-01-710-801](#)).

5. REMOVAL/INSTALLATION OF AIR DATA COMPUTER ADC 2 (R2FX)

- A. Proceed in the same way as for the ADC 1 by removing copilot console side trim panel.

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TASK 34-16-00-720-801 FUNCTIONAL TEST OF THE AIR DATA INDICATORS

WARNING: BEFORE PERFORMING THE FUNCTIONAL TEST OF THE AIR DATA INSTRUMENTS, MAKE SURE THAT THE PRESSURE PROBE HEATING SYSTEMS ARE NOT ENERGIZED. THIS WILL HELP PREVENT INJURIES TO PERSONNEL AND DAMAGE TO THE EQUIPMENT.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-16-00-720-801-01 ADC 1 (**L2FX**)
- 34-16-00-720-801-02 ADC 2 (**R2FX**)
- 34-16-00-720-801-03 stand-by altimeter (**1FK**)
- 34-16-00-720-801-04 stand-by Mach airspeed indicator (**26FL**)

NOTE 1: These tests are to be performed with all air data system equipment installed, including air data computers.

NOTE 2: The operator may either choose to perform the functional test per this procedure or to send the equipment to an approved repair agent.

If the operator chooses to perform this procedure and the results of some of the tests are out of tolerance, the affected equipment items must be removed and sent to an approved repair agent for calibration (Refer to **TASK 34-14-01-900-801**).

NOTE 3: Depending on Local Authorities operational regulations, additional tasks may be required to substantiate a periodic test of the Air Data System.

For example, it may be necessary to perform the following procedures:

- the draining of the total/static pressure system (Refer to **TASK 34-11-00-680-801**) to ensure freedom from entrapped moisture,
- the operational test of the air data probe anti-icing system (Refer to **TASK 30-30-00-710-801**) to determine that the static port heater is operative.

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**
- **30-30-00-710-801**
- **32-60-00-910-802**
- **34-10-00-860-801**
- **34-11-00-200-801**
- **34-11-00-680-801**
- **34-11-00-790-801**
- **34-14-01-900-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OPERATIONAL TEST OF THE AIR DATA PROBE ANTI-ICING
SYSTEM
USE OF THE TARGETS FOR FLIGHT SIMULATION
PREPARATION AND USE OF THE AIR DATA BENCH
CHECK OF THE TOTAL / STATIC PRESSURE SYSTEM FOR
CLOGGING
DRAINING OF THE TOTAL / STATIC PRESSURE SYSTEM
LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS (ADC)

B. Energy

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- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Connect the electrical Ground Power Unit (GPU) (Refer to **TASK 24-00-00-860-801**).
- B. Check the air data systems for leaks (Refer to **TASK 34-11-00-790-801**).
- C. Check that all the circuit breakers are engaged, except:
 - "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).
- D. Energize the aircraft systems with the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- E. Check that the "LH AV MASTER" switch/light (**L2PP**), "RH AV MASTER" switch/light (**R2PP**) and "MINI LOAD MASTER" switch/light (**8PP**) are extinguished (avionics equipment power supply not load-shedded) (Refer to **SDS 24-60-00**, Figures: Circuit Breaker panels (10PP)).

4. FUNCTIONAL TEST OF ADC'S

Refer to **fig. 2** and **fig. 5**

- A. Install the in-flight simulation tools on the LH and RH main landing gear legs to set the aircraft in flight configuration (Refer to **TASK 32-60-00-910-802**, paragraph "Use").
- B. Connect the digital air data bench to the pilot and copilot pitot and static normal pressure probes (Refer to **TASK 34-10-00-860-801**).
- C. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- D. On the pilot and copilot Reversion Selection Panels (RSPs) (**L33FV**)/(**R33FV**), make sure that the "ADC" pushbuttons are extinguished (no ADC reversion).
 - If an "ADC" pushbutton is lit on (ADC1 reversion or/and ADC2 reversion), push on the "ADC" pushbutton to deselect the ADC reversion.
- E. Check of altitude indications on the pilot PFD and copilot PFD

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NOTE: The pilot and copilot altitude data must be checked at a speed of 0 kt.

- (1) Select a reference pressure of 29.92 in.Hg on the Primary Flight Display 1 (PFD 1) (**L12FV**) and PFD 2 (**R12FV**) by pressing the "STD" key on the bottom strip of each PFD.

NOTE: Check that the "in.Hg" unit has been previously selected on the PFD 1 and PFD 2 . If not, press the "IN/HPA" key on the bottom strip of each PFD.

- (2) On the digital air data bench, select each one of the values given in Table 3 (see **fig. 2**).

NOTE: The values followed by an asterisk are only to be taken into account for aircraft operated in Reduced Vertical Separation Minimum (RVSM) conditions (A/C with SB F900EX-4).

- (3) Record the altitude values read on PFD 1 (**L12FV**) and PFD 2 (**R12FV**).
- (4) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).

(5) Adjust the digital air data bench to display an altitude of 8,230 ft on the pilot PFD.

- (6) Select on PFD 1 (**L12FV**) the reference pressure values given in the table below.

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON PFD 1 (ft)	ALTITUDE READING ON PFD 2 (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
28.10			6478	6528
28.50			6865	6915
29.00			7342	7392
29.50			7813	7863
29.92			8230	
30.50			8736	8786
30.90			9098	9148
30.99			9179	9229

- (7) Record the altitude values read on PFD 1 (**L12FV**).
- (8) Check that these values are within the minimum and maximum values given in the table above.
- (9) Repeat steps 4.E.(5), 4.E.(6), 4.E.(7) and 4.E.(8) on PFD 2 (**R12FV**).

F. Check of pilot and copilot airspeed indications

- (1) On PFD 1 and PFD 2, select a reference pressure of 29.92 in.Hg by pressing the "STD" key on the bottom strip of each PFD.
- (2) Select an altitude of 5,000 ft on the digital air data bench.
- (3) On the digital air data bench, select each one of the Indicated AirSpeed (IAS) values given in the table below.

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SELECTED IAS (kt)	IAS READING ON PFD 1 (kt)	IAS READING ON PFD 2 (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100			98	102
150			148	152
200			198	202
250			248	252
300			297	303
350			347	353
400			396	404

(4) Record the IAS values read on the pilot PFD and copilot PFD.

(5) Check that these values are within the minimum and maximum values given in the table above.

(6) Slowly return the digital air data bench to ambient atmospheric pressure.

G. Check of pilot and copilot altitude indications using the RH static pressure probe (**R13FL**)

NOTE: The purpose of this check is to make sure that the static pressure system is not blocked between the RH static pressure probe (**R13FL**) and the ADCs (**L2FX**)/(**R2FX**).

(1) Cross-connect the static pressure probes as follows:

Refer to **fig. 4**

(a) Remove the static test adapter from the LH static pressure probe (**L13FL**).

(b) Remove the static blanking adapter from the RH static pressure probe.

(c) Install the static test adapter on the RH static pressure probe.

(d) Install the static blanking adapter on the LH static pressure probe.

(2) Select a reference pressure of 29.92 in.Hg on the PFD 1 and on the PFD 2 by pressing the "STD" key on the bottom strip of each PFD.

(3) On the digital air data bench, select an altitude of 40,000 ft.

NOTE: On the digital air data bench, the selected speed must be 0 kt.

(4) Check that the altitude values read on the PFD 1 and PFD 2 are identical to the values recorded at step 4.E.(3) for a selected altitude of 40,000 ft.

(5) Slowly return the digital air data bench to ambient atmospheric pressure.

H. Disconnect the digital air data bench from the normal pressure probes (Refer to **TASK 34-10-00-860-801**).

I. Remove the in-flight simulation tools from the LH and RH main landing gear legs (Refer to **TASK 32-60-00-910-802**).

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5. **FUNCTIONAL TEST OF STAND-BY ALTIMETER (1FK)**

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



- A. Connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Make sure that the in-flight simulation tools are not installed.
- C. Check that the "ST-BY INSTR BAT" circuit breaker (**1FG**) is engaged (see **fig. 1**).
- D. On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with modification M2608), using the knob located on the bottom left side of the stand-by altimeter.
- E. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- F. Test in climb
 - (1) On the digital air data bench, select in succession each one of the altitude values in climb given in Table 3 (except specific RVSM values: 29,000 ft and 41,000 ft) (see **fig. 2**).
 - (2) Record the altitude values read in climb (Zm) on the stand-by altimeter.
 - (3) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).
- G. Wait 10 to 15 minutes at 51,000 ft.
- H. Test in descent
 - (1) Select 25,000 ft on the digital air data bench.
 - (2) Wait 5 minutes at 25,000 ft.
 - (3) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (4) Select 20,000 ft on the digital air data bench.
 - (5) Wait 5 minutes at 20,000 ft.
 - (6) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (7) Select 0 ft on the digital air data bench.
 - (8) Wait 1 minute at 0 ft.
 - (9) Record the altitude value read in descent (Zd) on the stand-by altimeter.
- I. For each one of the three altitude values (25,000 ft, 20,000 ft and 0 ft), calculate the difference between the altitude value read in descent (Zd) and the value read in climb (Zm).
- J. Check that the three calculated values (Zd-Zm) are within the tolerances given in Table 3 (see **fig. 2**).
- K. Select an altitude of 0 ft on the digital air data bench.

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- L. On the stand-by altimeter, select each one of the reference pressure values given in the table below (Table 1 or Table 2 according to the type of stand-by altimeter).

Table 1: stand-by altimeter with reference pressure in in.Hg

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
26.00		- 3866	- 3806
27.20		- 2640	- 2590
28.40		- 1462	- 1412
29.50		- 417	- 367
29.92		- 10	10
30.40		415	465
30.90		868	918

Table 2: stand-by altimeter with reference pressure in mbar

SELECTED REFERENCE PRESSURE (m bar)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
880		- 3880	- 3820
920		- 2672	- 2622
960		- 1511	- 1461
1000		- 389	- 339
1013		- 10	10
1020		159	209
1040		698	748

- M. Record the altitude values read on the stand-by altimeter.
- N. Check that these values are within the minimum and maximum values given in the table above (Table 1 or Table 2).
- O. Test of stand-by altimeter with buzzer on or off
- (1) On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar).
 - (2) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
 - (3) Record the altitude values read on the stand-by altimeter with the buzzer on.

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- (4) Slowly return the digital air data bench to ambient atmospheric pressure.
- (5) On the circuit breaker panel (**10PP**), disengage the "ST-BY INSTR BAT" circuit breaker (**1FG**) to switch off the buzzer of the stand-by altimeter (see **fig. 1**).
- (6) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
- (7) Record the altitude values read on the stand-by altimeter with the buzzer off.
- (8) Calculate the difference between the values read on the stand-by altimeter with the buzzer on and the values read on the stand-by altimeter with the buzzer off.
- (9) Check that the calculated differences are within the indicated tolerances.
- (10) On the circuit breaker panel, engage the "ST-BY INSTR BAT" circuit breaker (see **fig. 1**).

P. Check of stand-by altimeter using the stand-by static pressure probe (**R501FL**)

NOTE: The purpose of this check is to make sure that the stand-by pressure system is not blocked between the stand-by static pressure probe (**R501FL**) and the stand-by altimeter .

- (1) Cross-connect the stand-by static pressure probes as follows:
Refer to **fig. 4**
 - (a) Remove the stand-by static test adapter from the LH stand-by static pressure probe (**L501FL**).
 - (b) Remove the stand-by static blanking adapter from the RH stand-by static pressure probe (**R501FL**).
 - (c) Install the stand-by static test adapter on the RH stand-by static pressure probe.
 - (d) Install the stand-by static blanking adapter on the LH stand-by static pressure probe.
- (2) On the stand-by altimeter, make sure that a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with M2608) is selected. Otherwise, select a reference pressure of 29.92 in.Hg or 1013 mbar.
- (3) On the digital air data bench, select an altitude of 40,000 ft.
- (4) Check that the altitude values read on the stand-by altimeter are identical to the values recorded at step **5.F.(2)** for a selected altitude of 40,000 ft.
- (5) Slowly return the digital air data bench to ambient atmospheric pressure.

Q. If the following test is not to be performed, disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

6. **FUNCTIONAL TEST OF STAND-BY MACH AIRSPEED INDICATOR (26FL)**

Refer to **fig. 5**

- A. As applicable, connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Check of Indicated AirSpeed (IAS) indications
 - (1) On the digital air data bench, select an altitude of 5,000 ft.
 - (2) On the digital air data bench, select each one of the IAS values given in the table below.

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SELECTED IAS (kt)	IAS READING ON STAND-BY MACH AIRSPEED INDICATOR (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100		95	105
150		145	155
200		194	206
250		242.5	257.5
300		291	309
350		339.5	360.5
400		388	412

(3) Record the IAS values read on the stand-by Mach airspeed indicator (**26FL**).

(4) Check that these IAS values are within the minimum and maximum values given in the table above.

C. Check of Mach indications

(1) On the digital air data bench, select each one of the pairs of values (altitude/static pressure and Mach) from the table below.

NOTE: Wait until the pointer of the instrument settles before recording the value.
The ambient temperature must be 20°C ± 5°C (68°F ± 9°F).

SELECTED ALTITUDE/STATIC PRESSURE (mbar)	SELECTED MACH	MACH READING	MIN. MACH	MAX. MACH
1013.25	0.34		0.332	0.348
724.05	0.40		0.393	0.407
453.19	0.50		0.493	0.507
285.15	0.62		0.613	0.627
192.36	0.74		0.728	0.752
115.81	0.92		0.902	0.938

(2) Record the Mach values read on the stand-by Mach airspeed indicator.

(3) Check that these Mach values are within the minimum and maximum values given in the table above.

D. Slowly return the digital air data bench to ambient atmospheric pressure.

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- E. Disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

7. FINAL STEPS

Refer to **fig. 1**

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).
- B. Disconnect the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- C. Install the protective covers on the total and static pressure probes.
- ◆
- D. Engage the following circuit breakers:
- "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).

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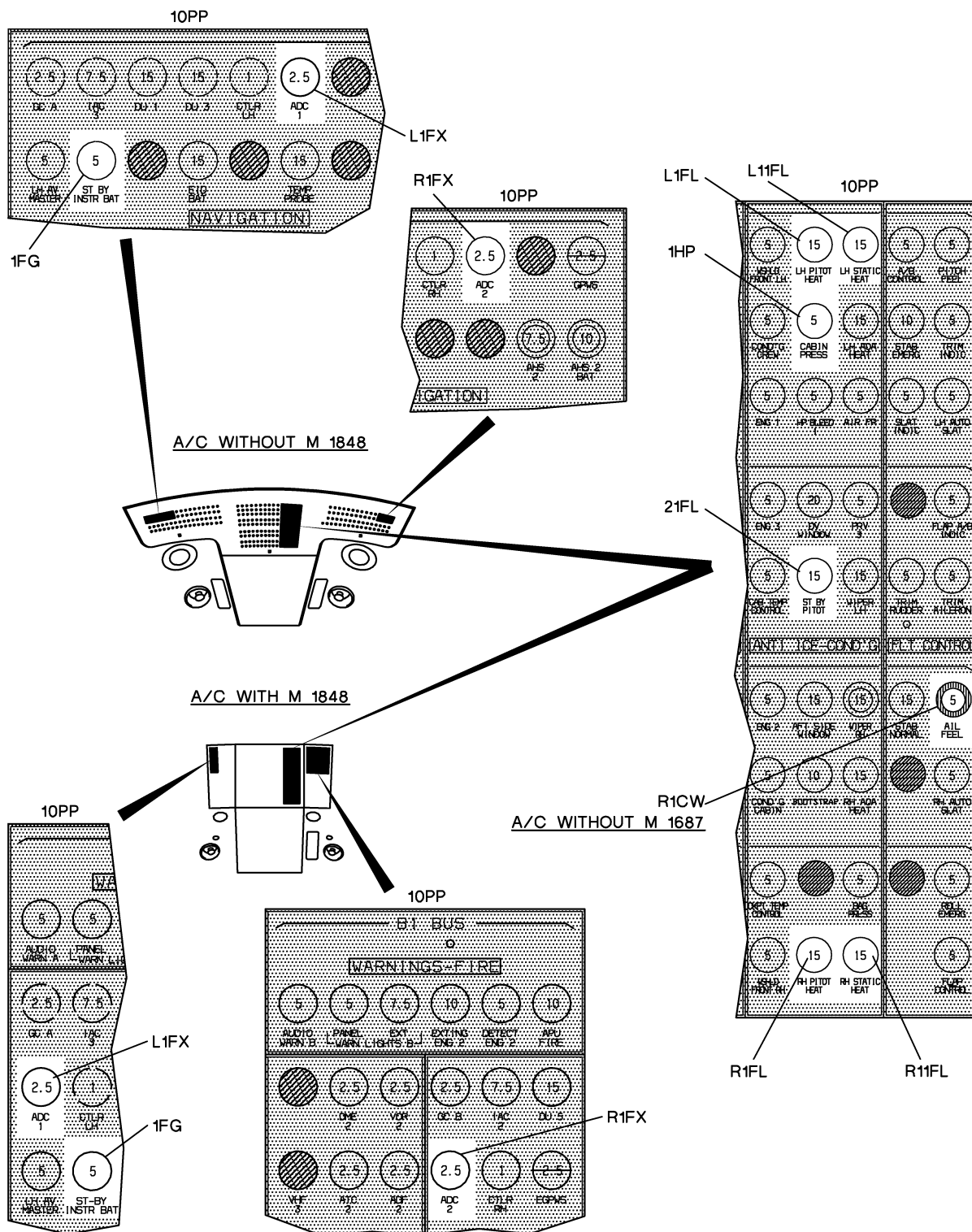


Figure 1: LOCATION OF CIRCUIT BREAKERS

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ALTITUDE SELECTED (ft)	PFD 1		PFD 2		STAND-BY ALTIMETER		MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)	Zd-Zm (ft)
	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (Zm) (ft)	ALTITUDE READING IN DESCENT (Zd) (ft)			
-1000						/	-1020	-980	/
0						/	-20	20	/
							/	/	±30
500						/	480	520	/
1000						/	980	1020	/
1500						/	1475	1525	/
2000						/	1970	2030	/
3000						/	2970	3030	/
4000						/	3965	4035	/
6000						/	5960	6040	/
8000						/	7940	8060	/
10,000						/	9920	10,080	/
12,000						/	11,910	12,090	/
14,000						/	13,900	14,100	/
16,000						/	15,890	16,110	/
18,000						/	17,880	18,120	/
20,000						/	19,870	20,130	/
							/	/	±75
22,000						/	21,860	22,140	/
25,000						/	24,845	25,155	/
							/	/	±75
29,000 (*)					/	/	28,975 (*)	29,025 (*)	/
30,000						/	29,820	30,180	/
30,000 (*)					/	/	29,975 (*)	30,025 (*)	/
35,000						/	34,795	35,205	/
35,000 (*)					/	/	34,971 (*)	35,029 (*)	/
40,000						/	39,770	40,230	/
40,000 (*)					/	/	39,966 (*)	40,034 (*)	/
41,000 (*)					/	/	40,965 (*)	41,035 (*)	/
45,000						/	44,745	45,255	/
50,000						/	49,720	50,280	/
51,000						/	50715	51285	/

NOTE : THE VALUES FOLLOWED WITH AN ASTERISK ARE ONLY TO BE ACCOUNTED FOR IF AIRCRAFT ARE OPERATED IN RVSM CONDITIONS (A/C WITH SB F900EX-4)

Figure 2: TABLE 3 - ALTITUDE READINGS

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ALTITUDE SELECTED (ft)	ALTITUDE READING WITH BUZZER "ON" (ft)	ALTITUDE READING WITH BUZZER "OFF" (ft)	DIFFERENCE BETWEEN ALTITUDE READINGS WITH AND WITHOUT BUZZER (ft)	TOLERANCE (ft)
1000				± 70
2000				± 70
3000				± 70
6000				± 70
10,000				± 80
16,000				± 90
20,000				± 100
25,000				± 120
30,000				± 140
35,000				± 160
40,000				± 180
50,000				± 250
51,000				± 285

Figure 3: TABLE 4 - ALTITUDE READINGS FROM STAND-BY ALTIMETER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

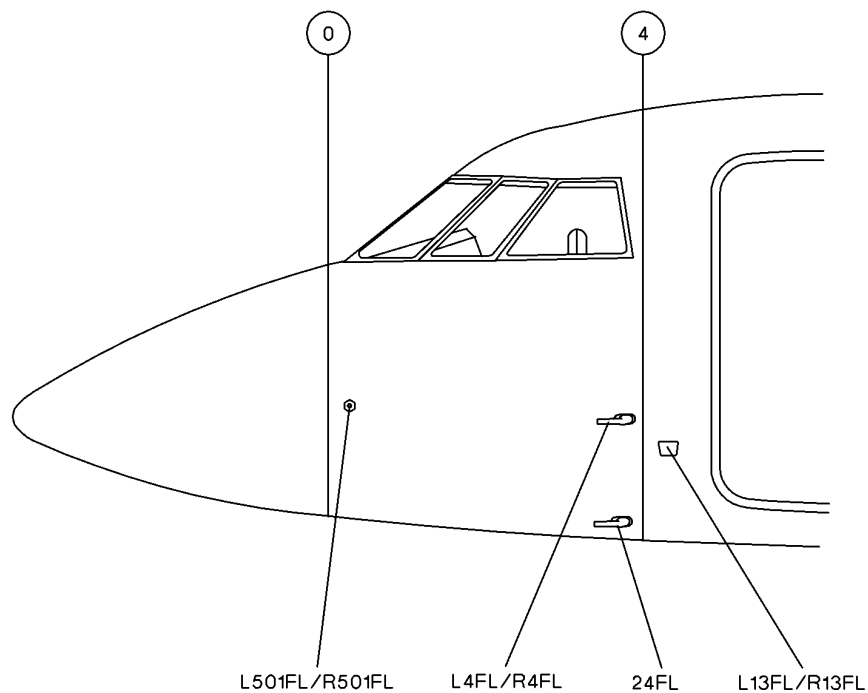


Figure 4: LOCATION OF AIR DATA PROBES

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

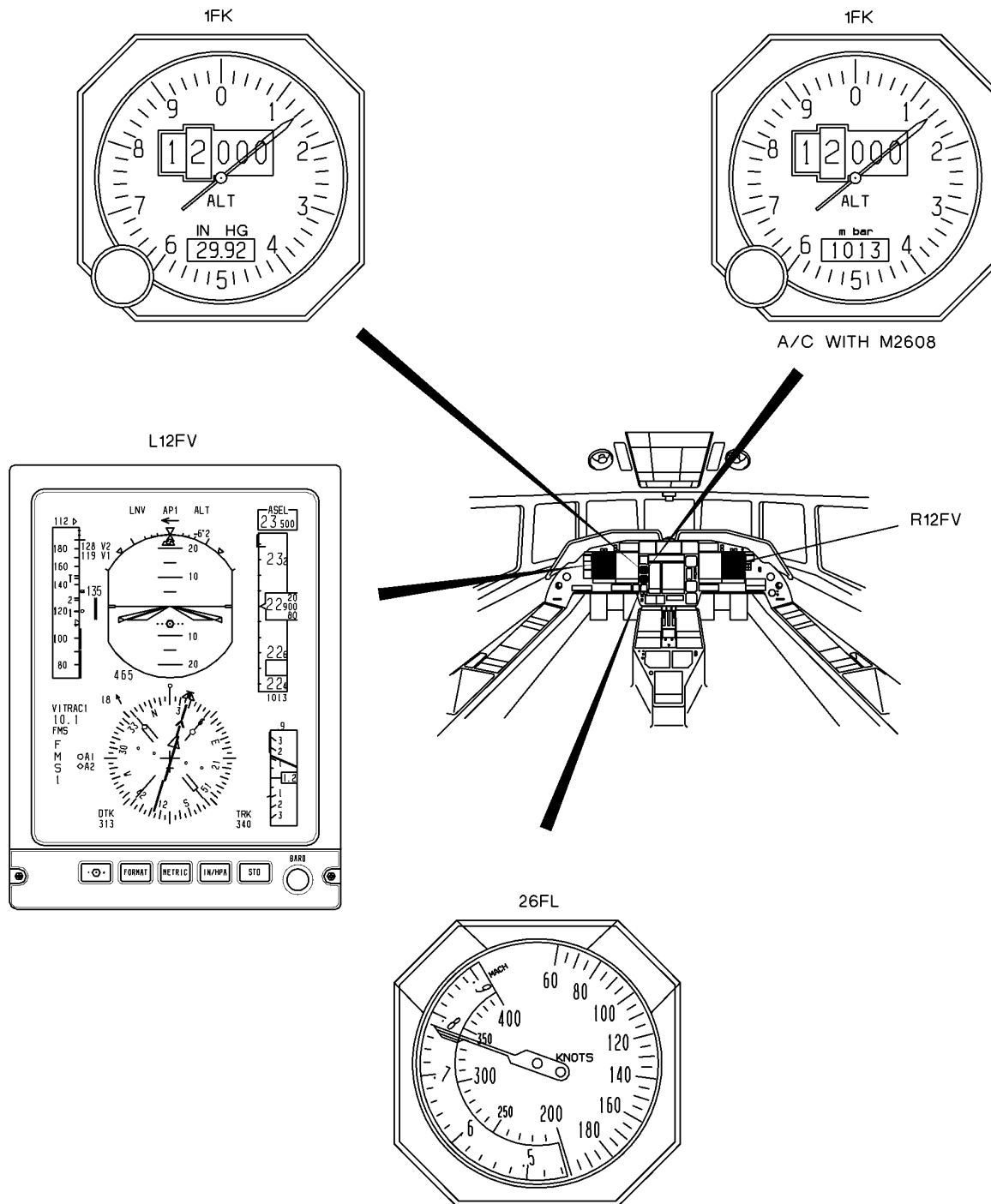


Figure 5: LOCATION OF COCKPIT CONTROLS

Project No: **BDHRN002**Job Card No **0164**

Notif.No.: 10049221

Activity: **1026**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **FNC ADC 2 (r2fx)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069305 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

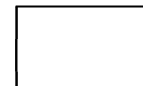
Defect Card Raised

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: 34-16-00-720-801-02

Operator Code: 34-16-00-720-801-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0165**

Notif.No.: 10049222

Activity: **1027**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **FNC Standby Altimeter (1fk)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069306 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-16-00-720-801-03

Operator Code: 34-16-00-720-801-03

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1



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

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

REMARKS : _____

REMARKS :

FAR 91.411	REMARKS :
------------	-----------

Operator: **HERON AVIATION**

Work Card No.: **34.070**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

AREA SUMMARIES

F3 COCKPIT

341831 PILOT STAND-BY ALTIMETER

34-16-00-720-801-03 FUNCTIONAL TEST PILOT STAND-BY ALTIMETER

SOURCE SUMMARIES

956 MPD 05-20-34 PAGE NO.:PAGE 1/2 REF: 34-10 FLIGHT ENVIRONMENT DATA DATE: MAR 09/2012 2

34-16-00-720-801-03 FUNCTIONAL TEST PILOT STAND-BY ALTIMETER

10 FAR 91.411 PAGE NO.: REF: SEC 91.411 ALTIMETER SYSTEM AND ALTITUDE REPORTING EQUIPMENT TESTS AND INSPECTIONS DATE: 01/31/04

34-18-41-700-881-01 TEST PILOT STAND-BY ALTIMETER (FAR 91.411)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-16-00-720-801 FUNCTIONAL TEST OF THE AIR DATA INDICATORS

WARNING: BEFORE PERFORMING THE FUNCTIONAL TEST OF THE AIR DATA INSTRUMENTS, MAKE SURE THAT THE PRESSURE PROBE HEATING SYSTEMS ARE NOT ENERGIZED. THIS WILL HELP PREVENT INJURIES TO PERSONNEL AND DAMAGE TO THE EQUIPMENT.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-16-00-720-801-01 ADC 1 (**L2FX**)
- 34-16-00-720-801-02 ADC 2 (**R2FX**)
- 34-16-00-720-801-03 stand-by altimeter (**1FK**)
- 34-16-00-720-801-04 stand-by Mach airspeed indicator (**26FL**)

NOTE 1: These tests are to be performed with all air data system equipment installed, including air data computers.

NOTE 2: The operator may either choose to perform the functional test per this procedure or to send the equipment to an approved repair agent.

If the operator chooses to perform this procedure and the results of some of the tests are out of tolerance, the affected equipment items must be removed and sent to an approved repair agent for calibration (Refer to **TASK 34-14-01-900-801**).

NOTE 3: Depending on Local Authorities operational regulations, additional tasks may be required to substantiate a periodic test of the Air Data System.

For example, it may be necessary to perform the following procedures:

- the draining of the total/static pressure system (Refer to **TASK 34-11-00-680-801**) to ensure freedom from entrapped moisture,
- the operational test of the air data probe anti-icing system (Refer to **TASK 30-30-00-710-801**) to determine that the static port heater is operative.

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**
- **30-30-00-710-801**
- **32-60-00-910-802**
- **34-10-00-860-801**
- **34-11-00-200-801**
- **34-11-00-680-801**
- **34-11-00-790-801**
- **34-14-01-900-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OPERATIONAL TEST OF THE AIR DATA PROBE ANTI-ICING
SYSTEM
USE OF THE TARGETS FOR FLIGHT SIMULATION
PREPARATION AND USE OF THE AIR DATA BENCH
CHECK OF THE TOTAL / STATIC PRESSURE SYSTEM FOR
CLOGGING
DRAINING OF THE TOTAL / STATIC PRESSURE SYSTEM
LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS (ADC)

B. Energy

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

- A. Connect the electrical Ground Power Unit (GPU) (Refer to **TASK 24-00-00-860-801**).
- B. Check the air data systems for leaks (Refer to **TASK 34-11-00-790-801**).
- C. Check that all the circuit breakers are engaged, except:
 - "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).
- D. Energize the aircraft systems with the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- E. Check that the "LH AV MASTER" switch/light (**L2PP**), "RH AV MASTER" switch/light (**R2PP**) and "MINI LOAD MASTER" switch/light (**8PP**) are extinguished (avionics equipment power supply not load-shedded) (Refer to **SDS 24-60-00**, Figures: Circuit Breaker panels (10PP)).

4. FUNCTIONAL TEST OF ADC'S

Refer to **fig. 2** and **fig. 5**

- A. Install the in-flight simulation tools on the LH and RH main landing gear legs to set the aircraft in flight configuration (Refer to **TASK 32-60-00-910-802**, paragraph "Use").
- B. Connect the digital air data bench to the pilot and copilot pitot and static normal pressure probes (Refer to **TASK 34-10-00-860-801**).
- C. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- D. On the pilot and copilot Reversion Selection Panels (RSPs) (**L33FV**)/(**R33FV**), make sure that the "ADC" pushbuttons are extinguished (no ADC reversion).
 - If an "ADC" pushbutton is lit on (ADC1 reversion or/and ADC2 reversion), push on the "ADC" pushbutton to deselect the ADC reversion.
- E. Check of altitude indications on the pilot PFD and copilot PFD

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NOTE: The pilot and copilot altitude data must be checked at a speed of 0 kt.

- (1) Select a reference pressure of 29.92 in.Hg on the Primary Flight Display 1 (PFD 1) (**L12FV**) and PFD 2 (**R12FV**) by pressing the "STD" key on the bottom strip of each PFD.

NOTE: Check that the "in.Hg" unit has been previously selected on the PFD 1 and PFD 2 . If not, press the "IN/HPA" key on the bottom strip of each PFD.

- (2) On the digital air data bench, select each one of the values given in Table 3 (see **fig. 2**).

NOTE: The values followed by an asterisk are only to be taken into account for aircraft operated in Reduced Vertical Separation Minimum (RVSM) conditions (A/C with SB F900EX-4).

- (3) Record the altitude values read on PFD 1 (**L12FV**) and PFD 2 (**R12FV**).
- (4) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).

(5) Adjust the digital air data bench to display an altitude of 8,230 ft on the pilot PFD.

- (6) Select on PFD 1 (**L12FV**) the reference pressure values given in the table below.

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON PFD 1 (ft)	ALTITUDE READING ON PFD 2 (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
28.10			6478	6528
28.50			6865	6915
29.00			7342	7392
29.50			7813	7863
29.92			8230	
30.50			8736	8786
30.90			9098	9148
30.99			9179	9229

- (7) Record the altitude values read on PFD 1 (**L12FV**).
- (8) Check that these values are within the minimum and maximum values given in the table above.
- (9) Repeat steps 4.E.(5), 4.E.(6), 4.E.(7) and 4.E.(8) on PFD 2 (**R12FV**).

F. Check of pilot and copilot airspeed indications

- (1) On PFD 1 and PFD 2, select a reference pressure of 29.92 in.Hg by pressing the "STD" key on the bottom strip of each PFD.
- (2) Select an altitude of 5,000 ft on the digital air data bench.
- (3) On the digital air data bench, select each one of the Indicated AirSpeed (IAS) values given in the table below.

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SELECTED IAS (kt)	IAS READING ON PFD 1 (kt)	IAS READING ON PFD 2 (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100			98	102
150			148	152
200			198	202
250			248	252
300			297	303
350			347	353
400			396	404

(4) Record the IAS values read on the pilot PFD and copilot PFD.

(5) Check that these values are within the minimum and maximum values given in the table above.

(6) Slowly return the digital air data bench to ambient atmospheric pressure.

G. Check of pilot and copilot altitude indications using the RH static pressure probe (**R13FL**)

NOTE: The purpose of this check is to make sure that the static pressure system is not blocked between the RH static pressure probe (**R13FL**) and the ADCs (**L2FX**)/(**R2FX**).

(1) Cross-connect the static pressure probes as follows:

Refer to **fig. 4**

(a) Remove the static test adapter from the LH static pressure probe (**L13FL**).

(b) Remove the static blanking adapter from the RH static pressure probe.

(c) Install the static test adapter on the RH static pressure probe.

(d) Install the static blanking adapter on the LH static pressure probe.

(2) Select a reference pressure of 29.92 in.Hg on the PFD 1 and on the PFD 2 by pressing the "STD" key on the bottom strip of each PFD.

(3) On the digital air data bench, select an altitude of 40,000 ft.

NOTE: On the digital air data bench, the selected speed must be 0 kt.

(4) Check that the altitude values read on the PFD 1 and PFD 2 are identical to the values recorded at step 4.E.(3) for a selected altitude of 40,000 ft.

(5) Slowly return the digital air data bench to ambient atmospheric pressure.

H. Disconnect the digital air data bench from the normal pressure probes (Refer to **TASK 34-10-00-860-801**).

I. Remove the in-flight simulation tools from the LH and RH main landing gear legs (Refer to **TASK 32-60-00-910-802**).

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5. FUNCTIONAL TEST OF STAND-BY ALTIMETER (1FK)

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



- A. Connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Make sure that the in-flight simulation tools are not installed.
- C. Check that the "ST-BY INSTR BAT" circuit breaker (**1FG**) is engaged (see **fig. 1**).
- D. On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with modification M2608), using the knob located on the bottom left side of the stand-by altimeter.
- E. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- F. Test in climb
 - (1) On the digital air data bench, select in succession each one of the altitude values in climb given in Table 3 (except specific RVSM values: 29,000 ft and 41,000 ft) (see **fig. 2**).
 - (2) Record the altitude values read in climb (Zm) on the stand-by altimeter.
 - (3) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).
- G. Wait 10 to 15 minutes at 51,000 ft.
- H. Test in descent
 - (1) Select 25,000 ft on the digital air data bench.
 - (2) Wait 5 minutes at 25,000 ft.
 - (3) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (4) Select 20,000 ft on the digital air data bench.
 - (5) Wait 5 minutes at 20,000 ft.
 - (6) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (7) Select 0 ft on the digital air data bench.
 - (8) Wait 1 minute at 0 ft.
 - (9) Record the altitude value read in descent (Zd) on the stand-by altimeter.
- I. For each one of the three altitude values (25,000 ft, 20,000 ft and 0 ft), calculate the difference between the altitude value read in descent (Zd) and the value read in climb (Zm).
- J. Check that the three calculated values (Zd-Zm) are within the tolerances given in Table 3 (see **fig. 2**).
- K. Select an altitude of 0 ft on the digital air data bench.

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- L. On the stand-by altimeter, select each one of the reference pressure values given in the table below (Table 1 or Table 2 according to the type of stand-by altimeter).

Table 1: stand-by altimeter with reference pressure in in.Hg

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
26.00		- 3866	- 3806
27.20		- 2640	- 2590
28.40		- 1462	- 1412
29.50		- 417	- 367
29.92		- 10	10
30.40		415	465
30.90		868	918

Table 2: stand-by altimeter with reference pressure in mbar

SELECTED REFERENCE PRESSURE (m bar)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
880		- 3880	- 3820
920		- 2672	- 2622
960		- 1511	- 1461
1000		- 389	- 339
1013		- 10	10
1020		159	209
1040		698	748

- M. Record the altitude values read on the stand-by altimeter.
- N. Check that these values are within the minimum and maximum values given in the table above (Table 1 or Table 2).
- O. Test of stand-by altimeter with buzzer on or off
- (1) On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar).
 - (2) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
 - (3) Record the altitude values read on the stand-by altimeter with the buzzer on.

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- (4) Slowly return the digital air data bench to ambient atmospheric pressure.
- (5) On the circuit breaker panel (**10PP**), disengage the "ST-BY INSTR BAT" circuit breaker (**1FG**) to switch off the buzzer of the stand-by altimeter (see **fig. 1**).
- (6) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
- (7) Record the altitude values read on the stand-by altimeter with the buzzer off.
- (8) Calculate the difference between the values read on the stand-by altimeter with the buzzer on and the values read on the stand-by altimeter with the buzzer off.
- (9) Check that the calculated differences are within the indicated tolerances.
- (10) On the circuit breaker panel, engage the "ST-BY INSTR BAT" circuit breaker (see **fig. 1**).

P. Check of stand-by altimeter using the stand-by static pressure probe (**R501FL**)

NOTE: The purpose of this check is to make sure that the stand-by pressure system is not blocked between the stand-by static pressure probe (**R501FL**) and the stand-by altimeter .

- (1) Cross-connect the stand-by static pressure probes as follows:
Refer to **fig. 4**
 - (a) Remove the stand-by static test adapter from the LH stand-by static pressure probe (**L501FL**).
 - (b) Remove the stand-by static blanking adapter from the RH stand-by static pressure probe (**R501FL**).
 - (c) Install the stand-by static test adapter on the RH stand-by static pressure probe.
 - (d) Install the stand-by static blanking adapter on the LH stand-by static pressure probe.
- (2) On the stand-by altimeter, make sure that a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with M2608) is selected. Otherwise, select a reference pressure of 29.92 in.Hg or 1013 mbar.
- (3) On the digital air data bench, select an altitude of 40,000 ft.
- (4) Check that the altitude values read on the stand-by altimeter are identical to the values recorded at step **5.F.(2)** for a selected altitude of 40,000 ft.
- (5) Slowly return the digital air data bench to ambient atmospheric pressure.

Q. If the following test is not to be performed, disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

6. FUNCTIONAL TEST OF STAND-BY MACH AIRSPEED INDICATOR (**26FL**)

Refer to **fig. 5**

- A. As applicable, connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Check of Indicated AirSpeed (IAS) indications
 - (1) On the digital air data bench, select an altitude of 5,000 ft.
 - (2) On the digital air data bench, select each one of the IAS values given in the table below.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

SELECTED IAS (kt)	IAS READING ON STAND-BY MACH AIRSPEED INDICATOR (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100		95	105
150		145	155
200		194	206
250		242.5	257.5
300		291	309
350		339.5	360.5
400		388	412

(3) Record the IAS values read on the stand-by Mach airspeed indicator (**26FL**).

(4) Check that these IAS values are within the minimum and maximum values given in the table above.

C. Check of Mach indications

(1) On the digital air data bench, select each one of the pairs of values (altitude/static pressure and Mach) from the table below.

NOTE: Wait until the pointer of the instrument settles before recording the value.
The ambient temperature must be 20°C ± 5°C (68°F ± 9°F).

SELECTED ALTITUDE/STATIC PRESSURE (mbar)	SELECTED MACH	MACH READING	MIN. MACH	MAX. MACH
1013.25	0.34		0.332	0.348
724.05	0.40		0.393	0.407
453.19	0.50		0.493	0.507
285.15	0.62		0.613	0.627
192.36	0.74		0.728	0.752
115.81	0.92		0.902	0.938

(2) Record the Mach values read on the stand-by Mach airspeed indicator.

(3) Check that these Mach values are within the minimum and maximum values given in the table above.

D. Slowly return the digital air data bench to ambient atmospheric pressure.

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- E. Disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

7. FINAL STEPS

Refer to **fig. 1**

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).
- B. Disconnect the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- C. Install the protective covers on the total and static pressure probes.
- ◆
- D. Engage the following circuit breakers:
- "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).

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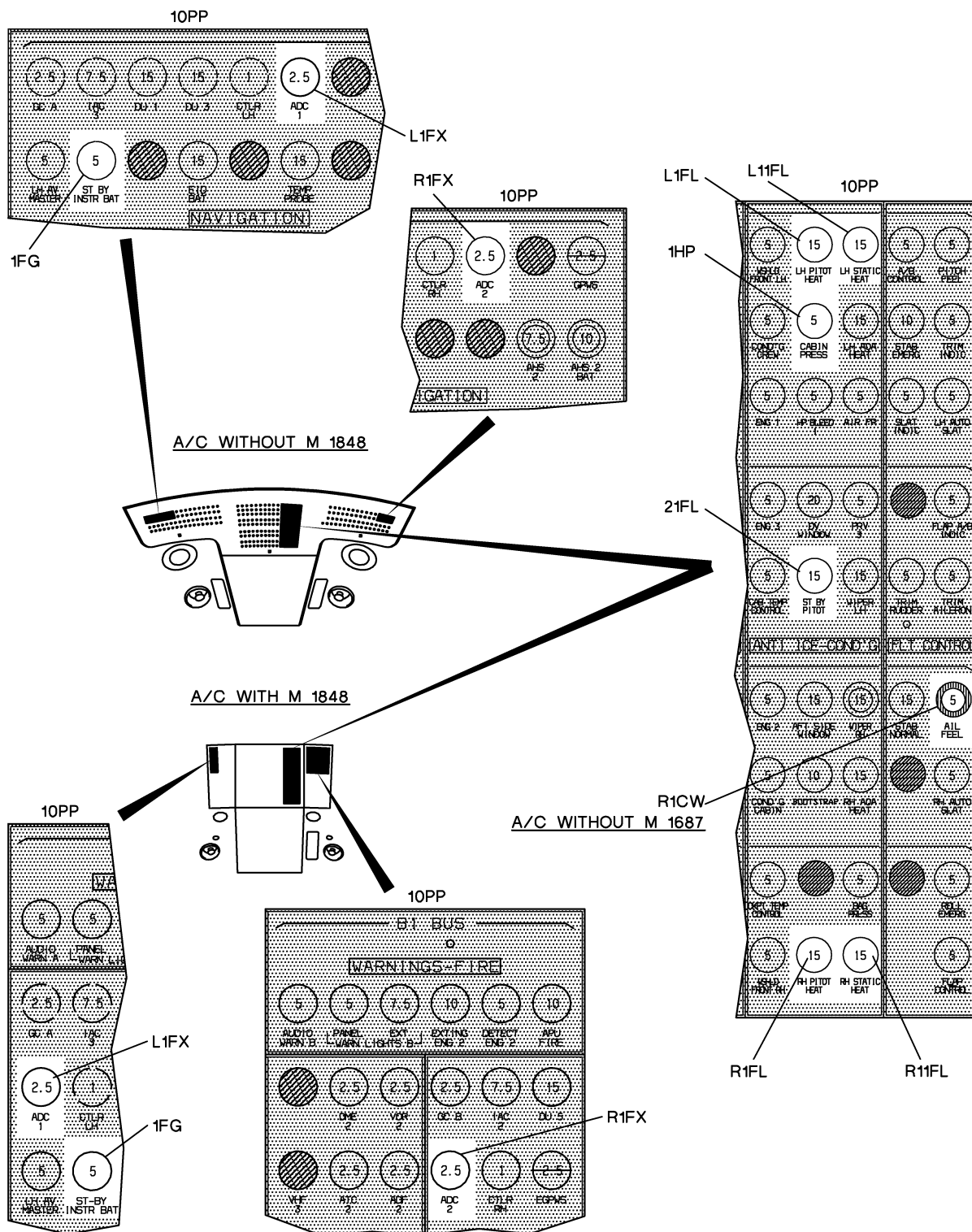


Figure 1: LOCATION OF CIRCUIT BREAKERS

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ALTITUDE SELECTED (ft)	PFD 1		PFD 2		STAND-BY ALTIMETER		MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)	Zd-Zm (ft)
	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (Zm) (ft)	ALTITUDE READING IN DESCENT (Zd) (ft)			
-1000						/	-1020	-980	/
0						/	-20	20	/
							/	/	±30
500						/	480	520	/
1000						/	980	1020	/
1500						/	1475	1525	/
2000						/	1970	2030	/
3000						/	2970	3030	/
4000						/	3965	4035	/
6000						/	5960	6040	/
8000						/	7940	8060	/
10,000						/	9920	10,080	/
12,000						/	11,910	12,090	/
14,000						/	13,900	14,100	/
16,000						/	15,890	16,110	/
18,000						/	17,880	18,120	/
20,000						/	19,870	20,130	/
							/	/	±75
22,000						/	21,860	22,140	/
25,000						/	24,845	25,155	/
							/	/	±75
29,000 (*)					/	/	28,975 (*)	29,025 (*)	/
30,000						/	29,820	30,180	/
30,000 (*)					/	/	29,975 (*)	30,025 (*)	/
35,000						/	34,795	35,205	/
35,000 (*)					/	/	34,971 (*)	35,029 (*)	/
40,000						/	39,770	40,230	/
40,000 (*)					/	/	39,966 (*)	40,034 (*)	/
41,000 (*)					/	/	40,965 (*)	41,035 (*)	/
45,000						/	44,745	45,255	/
50,000						/	49,720	50,280	/
51,000						/	50715	51285	/

NOTE : THE VALUES FOLLOWED WITH AN ASTERISK ARE ONLY TO BE ACCOUNTED FOR IF AIRCRAFT ARE OPERATED IN RVSM CONDITIONS (A/C WITH SB F900EX-4)

Figure 2: TABLE 3 - ALTITUDE READINGS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ALTITUDE SELECTED (ft)	ALTITUDE READING WITH BUZZER "ON" (ft)	ALTITUDE READING WITH BUZZER "OFF" (ft)	DIFFERENCE BETWEEN ALTITUDE READINGS WITH AND WITHOUT BUZZER (ft)	TOLERANCE (ft)
1000				± 70
2000				± 70
3000				± 70
6000				± 70
10,000				± 80
16,000				± 90
20,000				± 100
25,000				± 120
30,000				± 140
35,000				± 160
40,000				± 180
50,000				± 250
51,000				± 285

Figure 3: TABLE 4 - ALTITUDE READINGS FROM STAND-BY ALTIMETER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

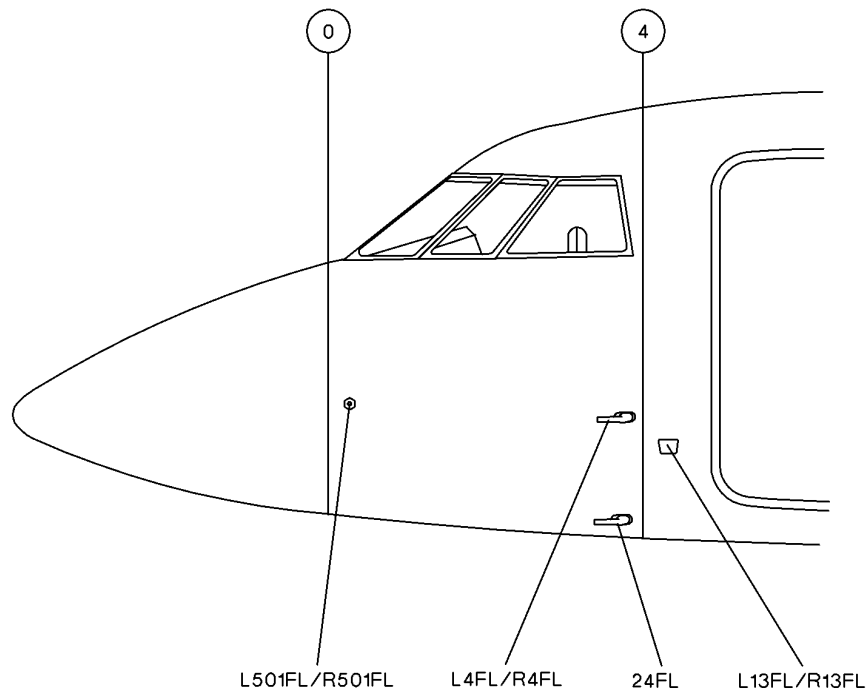


Figure 4: LOCATION OF AIR DATA PROBES

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

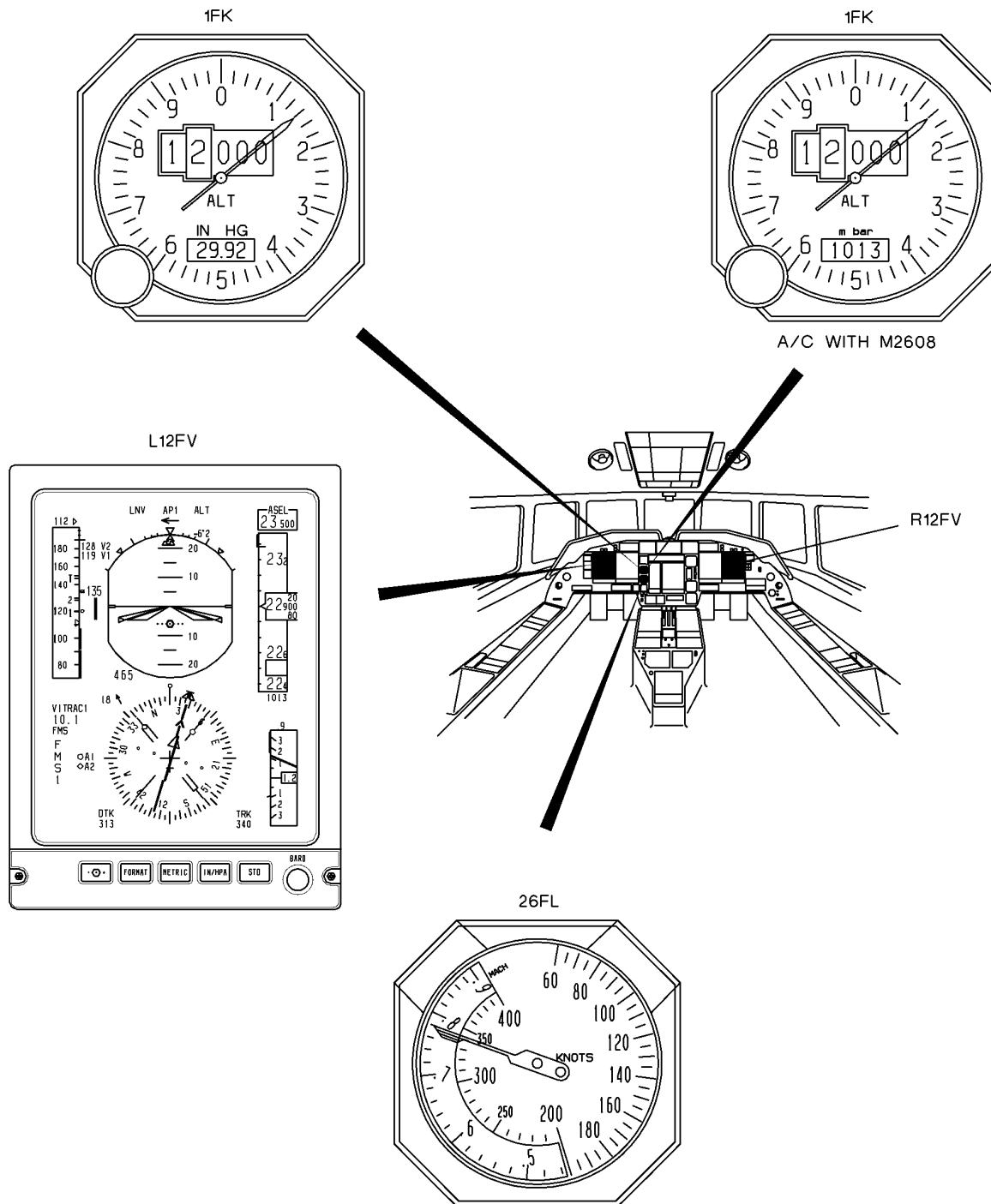


Figure 5: LOCATION OF COCKPIT CONTROLS

Project No: **BDHRN002**Job Card No **0166**

Notif.No.: 10049223

Activity: **1028**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **FNC Standby Mach ASI (26fl)**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 200**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069307 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

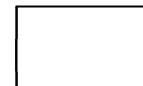
Defect Card Raised

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: 34-16-00-720-801-04

Operator Code: 34-16-00-720-801-04

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.: **34.080**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

AREA SUMMARIES

F3 COCKPIT

341836 STAND-BY MACH-AIRSPEED INDICATOR

34-16-00-720-801-04 FUNCTIONAL TEST STAND-BY MACH-AIRSPEED INDICATOR

SOURCE SUMMARIES

956 MPD 05-20-34 PAGE NO.:PAGE 1/2 REF: 34-10 FLIGHT ENVIRONMENT DATA DATE: MAR 09/2012 2

34-16-00-720-801-04 FUNCTIONAL TEST STAND-BY MACH-AIRSPEED INDICATOR

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-16-00-720-801 FUNCTIONAL TEST OF THE AIR DATA INDICATORS

WARNING: BEFORE PERFORMING THE FUNCTIONAL TEST OF THE AIR DATA INSTRUMENTS, MAKE SURE THAT THE PRESSURE PROBE HEATING SYSTEMS ARE NOT ENERGIZED. THIS WILL HELP PREVENT INJURIES TO PERSONNEL AND DAMAGE TO THE EQUIPMENT.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-16-00-720-801-01 ADC 1 (**L2FX**)
- 34-16-00-720-801-02 ADC 2 (**R2FX**)
- 34-16-00-720-801-03 stand-by altimeter (**1FK**)
- 34-16-00-720-801-04 stand-by Mach airspeed indicator (**26FL**)

NOTE 1: These tests are to be performed with all air data system equipment installed, including air data computers.

NOTE 2: The operator may either choose to perform the functional test per this procedure or to send the equipment to an approved repair agent.

If the operator chooses to perform this procedure and the results of some of the tests are out of tolerance, the affected equipment items must be removed and sent to an approved repair agent for calibration (Refer to **TASK 34-14-01-900-801**).

NOTE 3: Depending on Local Authorities operational regulations, additional tasks may be required to substantiate a periodic test of the Air Data System.

For example, it may be necessary to perform the following procedures:

- the draining of the total/static pressure system (Refer to **TASK 34-11-00-680-801**) to ensure freedom from entrapped moisture,
- the operational test of the air data probe anti-icing system (Refer to **TASK 30-30-00-710-801**) to determine that the static port heater is operative.

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**
- **30-30-00-710-801**
- **32-60-00-910-802**
- **34-10-00-860-801**
- **34-11-00-200-801**
- **34-11-00-680-801**
- **34-11-00-790-801**
- **34-14-01-900-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OPERATIONAL TEST OF THE AIR DATA PROBE ANTI-ICING
SYSTEM
USE OF THE TARGETS FOR FLIGHT SIMULATION
PREPARATION AND USE OF THE AIR DATA BENCH
CHECK OF THE TOTAL / STATIC PRESSURE SYSTEM FOR
CLOGGING
DRAINING OF THE TOTAL / STATIC PRESSURE SYSTEM
LEAK TEST OF THE TOTAL / STATIC PRESSURE SYSTEM
REMOVAL / INSTALLATION OF THE AIR DATA COMPUTERS (ADC)

B. Energy

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- ELECTRICAL

C. Access

Reference

- **PAX**

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

A. Connect the electrical Ground Power Unit (GPU) (Refer to **TASK 24-00-00-860-801**).

B. Check the air data systems for leaks (Refer to **TASK 34-11-00-790-801**).

C. Check that all the circuit breakers are engaged, except:

- "LH AOA HEAT" (**L31FL**),
- "RH AOA HEAT" (**R31FL**),
- "LH PITOT HEAT" (**L1FL**),
- "RH PITOT HEAT" (**R1FL**),
- "LH STATIC HEAT" (**L11FL**),
- "RH STATIC HEAT" (**R11FL**),
- "ST BY PITOT" (**21FL**).

D. Energize the aircraft systems with the electrical GPU (Refer to **TASK 24-00-00-860-801**).

E. Check that the "LH AV MASTER" switch/light (**L2PP**), "RH AV MASTER" switch/light (**R2PP**) and "MINI LOAD MASTER" switch/light (**8PP**) are extinguished (avionics equipment power supply not load-shedded) (Refer to **SDS 24-60-00**, Figures: Circuit Breaker panels (10PP)).

4. FUNCTIONAL TEST OF ADC'S

Refer to **fig. 2** and **fig. 5**

A. Install the in-flight simulation tools on the LH and RH main landing gear legs to set the aircraft in flight configuration (Refer to **TASK 32-60-00-910-802**, paragraph "Use").

B. Connect the digital air data bench to the pilot and copilot pitot and static normal pressure probes (Refer to **TASK 34-10-00-860-801**).

C. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").

D. On the pilot and copilot Reversion Selection Panels (RSPs) (**L33FV**)/(**R33FV**), make sure that the "ADC" pushbuttons are extinguished (no ADC reversion).

- If an "ADC" pushbutton is lit on (ADC1 reversion or/and ADC2 reversion), push on the "ADC" pushbutton to deselect the ADC reversion.

E. Check of altitude indications on the pilot PFD and copilot PFD

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NOTE: The pilot and copilot altitude data must be checked at a speed of 0 kt.

- (1) Select a reference pressure of 29.92 in.Hg on the Primary Flight Display 1 (PFD 1) (**L12FV**) and PFD 2 (**R12FV**) by pressing the "STD" key on the bottom strip of each PFD.

NOTE: Check that the "in.Hg" unit has been previously selected on the PFD 1 and PFD 2 . If not, press the "IN/HPA" key on the bottom strip of each PFD.

- (2) On the digital air data bench, select each one of the values given in Table 3 (see **fig. 2**).

NOTE: The values followed by an asterisk are only to be taken into account for aircraft operated in Reduced Vertical Separation Minimum (RVSM) conditions (A/C with SB F900EX-4).

- (3) Record the altitude values read on PFD 1 (**L12FV**) and PFD 2 (**R12FV**).
- (4) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).

(5) Adjust the digital air data bench to display an altitude of 8,230 ft on the pilot PFD.

- (6) Select on PFD 1 (**L12FV**) the reference pressure values given in the table below.

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON PFD 1 (ft)	ALTITUDE READING ON PFD 2 (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
28.10			6478	6528
28.50			6865	6915
29.00			7342	7392
29.50			7813	7863
29.92			8230	
30.50			8736	8786
30.90			9098	9148
30.99			9179	9229

- (7) Record the altitude values read on PFD 1 (**L12FV**).
- (8) Check that these values are within the minimum and maximum values given in the table above.
- (9) Repeat steps 4.E.(5), 4.E.(6), 4.E.(7) and 4.E.(8) on PFD 2 (**R12FV**).

F. Check of pilot and copilot airspeed indications

- (1) On PFD 1 and PFD 2, select a reference pressure of 29.92 in.Hg by pressing the "STD" key on the bottom strip of each PFD.
- (2) Select an altitude of 5,000 ft on the digital air data bench.
- (3) On the digital air data bench, select each one of the Indicated AirSpeed (IAS) values given in the table below.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

SELECTED IAS (kt)	IAS READING ON PFD 1 (kt)	IAS READING ON PFD 2 (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100			98	102
150			148	152
200			198	202
250			248	252
300			297	303
350			347	353
400			396	404

(4) Record the IAS values read on the pilot PFD and copilot PFD.

(5) Check that these values are within the minimum and maximum values given in the table above.

(6) Slowly return the digital air data bench to ambient atmospheric pressure.

G. Check of pilot and copilot altitude indications using the RH static pressure probe (**R13FL**)

NOTE: The purpose of this check is to make sure that the static pressure system is not blocked between the RH static pressure probe (**R13FL**) and the ADCs (**L2FX**)/(**R2FX**).

(1) Cross-connect the static pressure probes as follows:

Refer to **fig. 4**

(a) Remove the static test adapter from the LH static pressure probe (**L13FL**).

(b) Remove the static blanking adapter from the RH static pressure probe.

(c) Install the static test adapter on the RH static pressure probe.

(d) Install the static blanking adapter on the LH static pressure probe.

(2) Select a reference pressure of 29.92 in.Hg on the PFD 1 and on the PFD 2 by pressing the "STD" key on the bottom strip of each PFD.

(3) On the digital air data bench, select an altitude of 40,000 ft.

NOTE: On the digital air data bench, the selected speed must be 0 kt.

(4) Check that the altitude values read on the PFD 1 and PFD 2 are identical to the values recorded at step 4.E.(3) for a selected altitude of 40,000 ft.

(5) Slowly return the digital air data bench to ambient atmospheric pressure.

H. Disconnect the digital air data bench from the normal pressure probes (Refer to **TASK 34-10-00-860-801**).

I. Remove the in-flight simulation tools from the LH and RH main landing gear legs (Refer to **TASK 32-60-00-910-802**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

5. FUNCTIONAL TEST OF STAND-BY ALTIMETER (1FK)

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



- A. Connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Make sure that the in-flight simulation tools are not installed.
- C. Check that the "ST-BY INSTR BAT" circuit breaker (**1FG**) is engaged (see **fig. 1**).
- D. On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with modification M2608), using the knob located on the bottom left side of the stand-by altimeter.
- E. Set up the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Use").
- F. Test in climb
 - (1) On the digital air data bench, select in succession each one of the altitude values in climb given in Table 3 (except specific RVSM values: 29,000 ft and 41,000 ft) (see **fig. 2**).
 - (2) Record the altitude values read in climb (Zm) on the stand-by altimeter.
 - (3) Check that these values are within the minimum and maximum values given in Table 3 (see **fig. 2**).
- G. Wait 10 to 15 minutes at 51,000 ft.
- H. Test in descent
 - (1) Select 25,000 ft on the digital air data bench.
 - (2) Wait 5 minutes at 25,000 ft.
 - (3) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (4) Select 20,000 ft on the digital air data bench.
 - (5) Wait 5 minutes at 20,000 ft.
 - (6) Record the altitude value read in descent (Zd) on the stand-by altimeter.
 - (7) Select 0 ft on the digital air data bench.
 - (8) Wait 1 minute at 0 ft.
 - (9) Record the altitude value read in descent (Zd) on the stand-by altimeter.
- I. For each one of the three altitude values (25,000 ft, 20,000 ft and 0 ft), calculate the difference between the altitude value read in descent (Zd) and the value read in climb (Zm).
- J. Check that the three calculated values (Zd-Zm) are within the tolerances given in Table 3 (see **fig. 2**).
- K. Select an altitude of 0 ft on the digital air data bench.

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- L. On the stand-by altimeter, select each one of the reference pressure values given in the table below (Table 1 or Table 2 according to the type of stand-by altimeter).

Table 1: stand-by altimeter with reference pressure in in.Hg

SELECTED REFERENCE PRESSURE (in.Hg)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
26.00		- 3866	- 3806
27.20		- 2640	- 2590
28.40		- 1462	- 1412
29.50		- 417	- 367
29.92		- 10	10
30.40		415	465
30.90		868	918

Table 2: stand-by altimeter with reference pressure in mbar

SELECTED REFERENCE PRESSURE (m bar)	ALTITUDE READING ON STAND-BY ALTIMETER (ft)	MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)
880		- 3880	- 3820
920		- 2672	- 2622
960		- 1511	- 1461
1000		- 389	- 339
1013		- 10	10
1020		159	209
1040		698	748

- M. Record the altitude values read on the stand-by altimeter.
- N. Check that these values are within the minimum and maximum values given in the table above (Table 1 or Table 2).
- O. Test of stand-by altimeter with buzzer on or off
- (1) On the stand-by altimeter, select a reference pressure of 29.92 in.Hg (or 1013 mbar).
 - (2) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
 - (3) Record the altitude values read on the stand-by altimeter with the buzzer on.

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- (4) Slowly return the digital air data bench to ambient atmospheric pressure.
- (5) On the circuit breaker panel (**10PP**), disengage the "ST-BY INSTR BAT" circuit breaker (**1FG**) to switch off the buzzer of the stand-by altimeter (see **fig. 1**).
- (6) On the digital air data bench, select each one of the values given in Table 4 (see **fig. 3**).
- (7) Record the altitude values read on the stand-by altimeter with the buzzer off.
- (8) Calculate the difference between the values read on the stand-by altimeter with the buzzer on and the values read on the stand-by altimeter with the buzzer off.
- (9) Check that the calculated differences are within the indicated tolerances.
- (10) On the circuit breaker panel, engage the "ST-BY INSTR BAT" circuit breaker (see **fig. 1**).

P. Check of stand-by altimeter using the stand-by static pressure probe (**R501FL**)

NOTE: The purpose of this check is to make sure that the stand-by pressure system is not blocked between the stand-by static pressure probe (**R501FL**) and the stand-by altimeter .

- (1) Cross-connect the stand-by static pressure probes as follows:
Refer to **fig. 4**
 - (a) Remove the stand-by static test adapter from the LH stand-by static pressure probe (**L501FL**).
 - (b) Remove the stand-by static blanking adapter from the RH stand-by static pressure probe (**R501FL**).
 - (c) Install the stand-by static test adapter on the RH stand-by static pressure probe.
 - (d) Install the stand-by static blanking adapter on the LH stand-by static pressure probe.
- (2) On the stand-by altimeter, make sure that a reference pressure of 29.92 in.Hg (or 1013 mbar for A/C with M2608) is selected. Otherwise, select a reference pressure of 29.92 in.Hg or 1013 mbar.
- (3) On the digital air data bench, select an altitude of 40,000 ft.
- (4) Check that the altitude values read on the stand-by altimeter are identical to the values recorded at step **5.F.(2)** for a selected altitude of 40,000 ft.
- (5) Slowly return the digital air data bench to ambient atmospheric pressure.

Q. If the following test is not to be performed, disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

6. FUNCTIONAL TEST OF STAND-BY MACH AIRSPEED INDICATOR (**26FL**)

Refer to **fig. 5**

- A. As applicable, connect the digital air data bench to the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).
- B. Check of Indicated AirSpeed (IAS) indications
 - (1) On the digital air data bench, select an altitude of 5,000 ft.
 - (2) On the digital air data bench, select each one of the IAS values given in the table below.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

SELECTED IAS (kt)	IAS READING ON STAND-BY MACH AIRSPEED INDICATOR (kt)	MIN. IAS (kt)	MAX. IAS (kt)
100		95	105
150		145	155
200		194	206
250		242.5	257.5
300		291	309
350		339.5	360.5
400		388	412

(3) Record the IAS values read on the stand-by Mach airspeed indicator (**26FL**).

(4) Check that these IAS values are within the minimum and maximum values given in the table above.

C. Check of Mach indications

(1) On the digital air data bench, select each one of the pairs of values (altitude/static pressure and Mach) from the table below.

NOTE: Wait until the pointer of the instrument settles before recording the value.
The ambient temperature must be 20°C ± 5°C (68°F ± 9°F).

SELECTED ALTITUDE/STATIC PRESSURE (mbar)	SELECTED MACH	MACH READING	MIN. MACH	MAX. MACH
1013.25	0.34		0.332	0.348
724.05	0.40		0.393	0.407
453.19	0.50		0.493	0.507
285.15	0.62		0.613	0.627
192.36	0.74		0.728	0.752
115.81	0.92		0.902	0.938

(2) Record the Mach values read on the stand-by Mach airspeed indicator.

(3) Check that these Mach values are within the minimum and maximum values given in the table above.

D. Slowly return the digital air data bench to ambient atmospheric pressure.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- E. Disconnect the digital air data bench from the stand-by pressure probes (Refer to **TASK 34-10-00-860-801**).

7. FINAL STEPS

Refer to **fig. 1**

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**).
- B. Disconnect the electrical GPU (Refer to **TASK 24-00-00-860-801**).
- C. Install the protective covers on the total and static pressure probes.
- ◆
- D. Engage the following circuit breakers:
- "LH AOA HEAT" (**L31FL**),
 - "RH AOA HEAT" (**R31FL**),
 - "LH PITOT HEAT" (**L1FL**),
 - "RH PITOT HEAT" (**R1FL**),
 - "LH STATIC HEAT" (**L11FL**),
 - "RH STATIC HEAT" (**R11FL**),
 - "ST BY PITOT" (**21FL**).

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

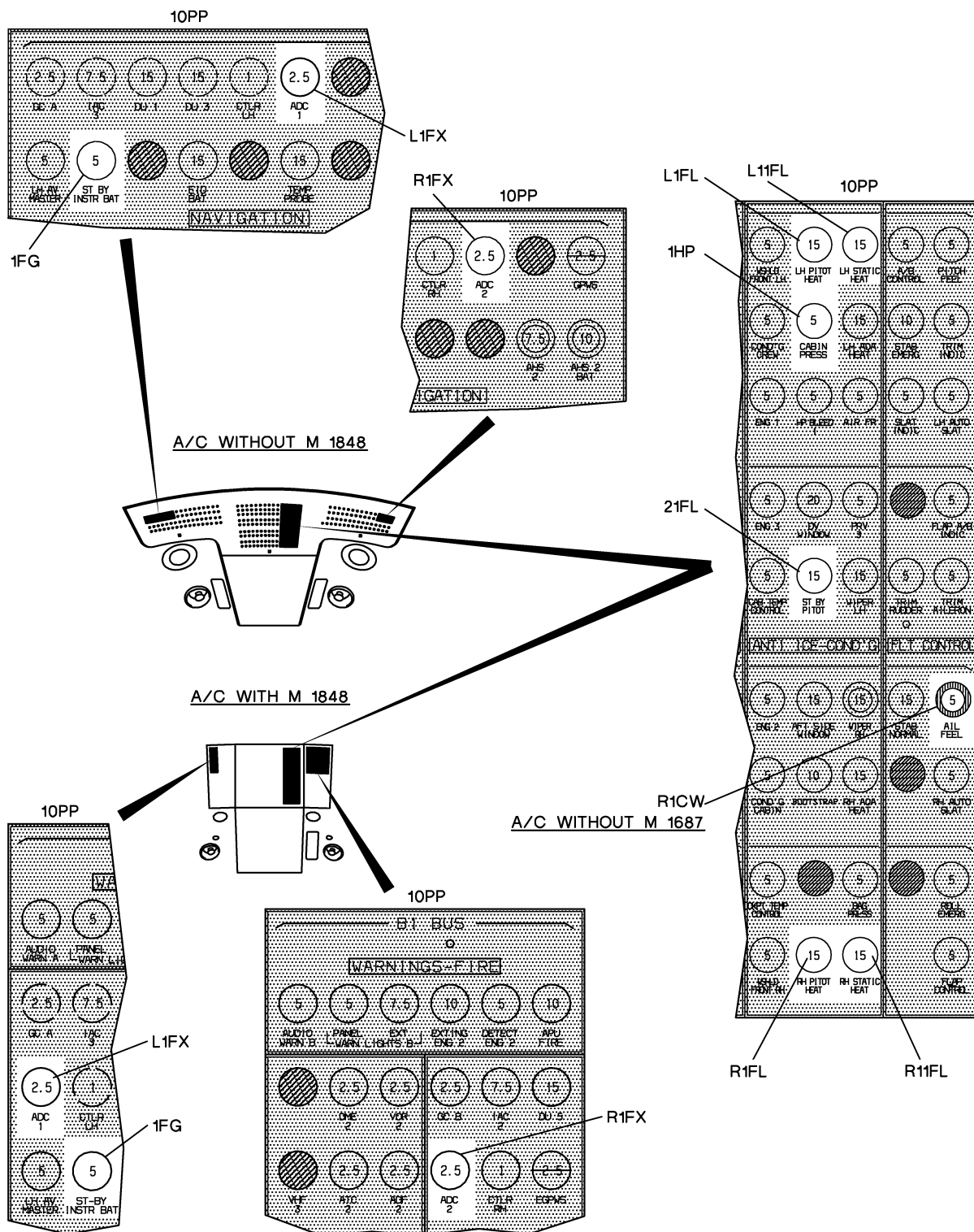


Figure 1: LOCATION OF CIRCUIT BREAKERS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ALTITUDE SELECTED (ft)	PFD 1		PFD 2		STAND-BY ALTIMETER		MIN. ALTITUDE (ft)	MAX. ALTITUDE (ft)	Zd-Zm (ft)
	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (ft)	ALTITUDE READING IN DESCENT (ft)	ALTITUDE READING IN CLIMB (Zm) (ft)	ALTITUDE READING IN DESCENT (Zd) (ft)			
-1000						/	-1020	-980	/
0						/	-20	20	/
							/	/	±30
500						/	480	520	/
1000						/	980	1020	/
1500						/	1475	1525	/
2000						/	1970	2030	/
3000						/	2970	3030	/
4000						/	3965	4035	/
6000						/	5960	6040	/
8000						/	7940	8060	/
10,000						/	9920	10,080	/
12,000						/	11,910	12,090	/
14,000						/	13,900	14,100	/
16,000						/	15,890	16,110	/
18,000						/	17,880	18,120	/
20,000						/	19,870	20,130	/
							/	/	±75
22,000						/	21,860	22,140	/
25,000						/	24,845	25,155	/
							/	/	±75
29,000 (*)					/	/	28,975 (*)	29,025 (*)	/
30,000						/	29,820	30,180	/
30,000 (*)					/	/	29,975 (*)	30,025 (*)	/
35,000						/	34,795	35,205	/
35,000 (*)					/	/	34,971 (*)	35,029 (*)	/
40,000						/	39,770	40,230	/
40,000 (*)					/	/	39,966 (*)	40,034 (*)	/
41,000 (*)					/	/	40,965 (*)	41,035 (*)	/
45,000						/	44,745	45,255	/
50,000						/	49,720	50,280	/
51,000						/	50715	51285	/

NOTE : THE VALUES FOLLOWED WITH AN ASTERISK ARE ONLY TO BE ACCOUNTED FOR IF AIRCRAFT ARE OPERATED IN RVSM CONDITIONS (A/C WITH SB F900EX-4)

Figure 2: TABLE 3 - ALTITUDE READINGS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

ALTITUDE SELECTED (ft)	ALTITUDE READING WITH BUZZER "ON" (ft)	ALTITUDE READING WITH BUZZER "OFF" (ft)	DIFFERENCE BETWEEN ALTITUDE READINGS WITH AND WITHOUT BUZZER (ft)	TOLERANCE (ft)
1000				± 70
2000				± 70
3000				± 70
6000				± 70
10,000				± 80
16,000				± 90
20,000				± 100
25,000				± 120
30,000				± 140
35,000				± 160
40,000				± 180
50,000				± 250
51,000				± 285

Figure 3: TABLE 4 - ALTITUDE READINGS FROM STAND-BY ALTIMETER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

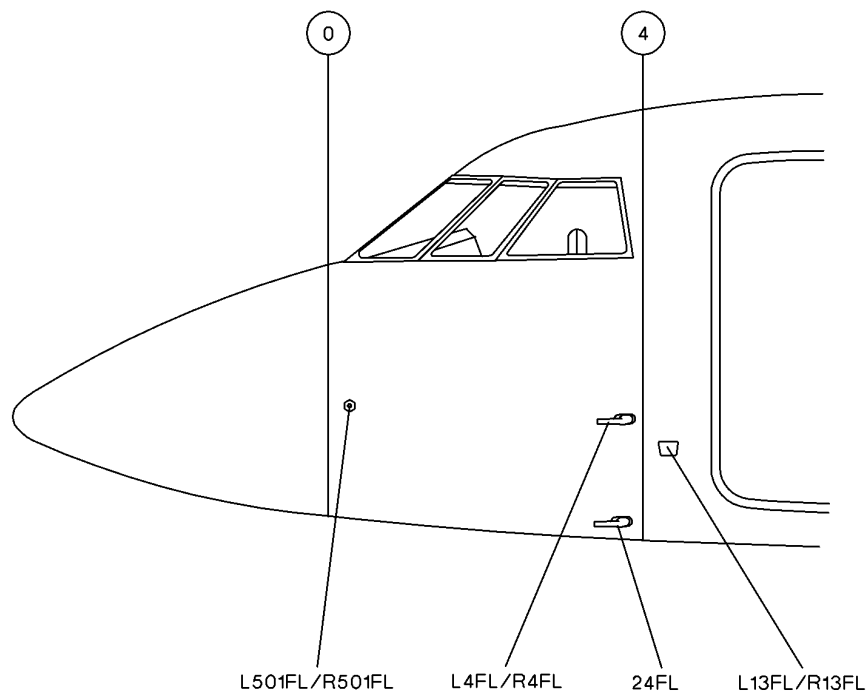


Figure 4: LOCATION OF AIR DATA PROBES

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

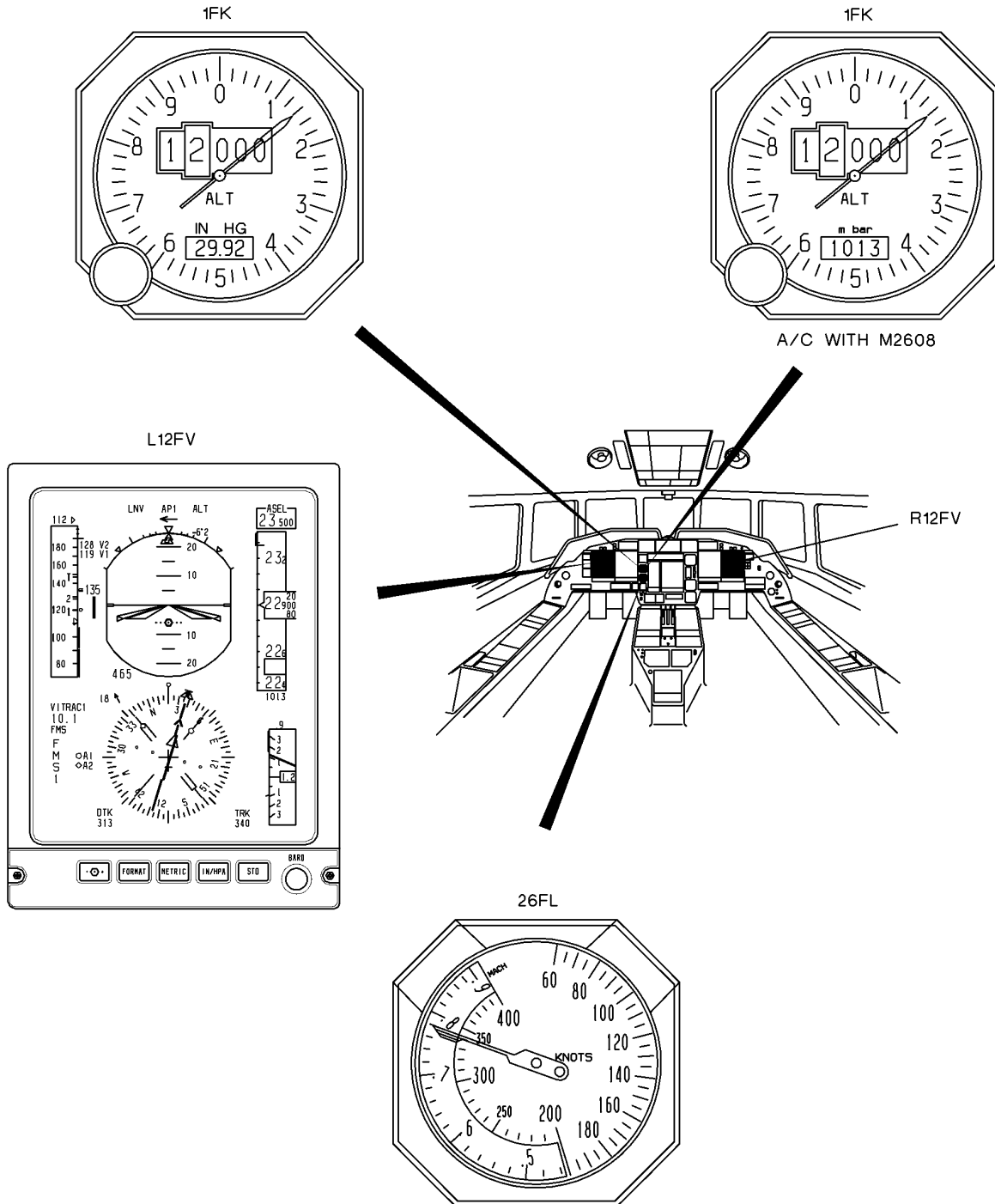


Figure 5: LOCATION OF COCKPIT CONTROLS

Project No: **BDHRN002**Job Card No **0094**

Notif.No.: 10049008

Activity: **1000**

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: **LUB LH OtBd Flap Screw Jack**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069215 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.

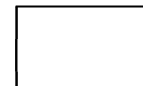
Defect Card Raised

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: 27-53-01-640-803

Operator Code: 27-53-01-640-803-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0095**

Notif.No.: 10049009

Activity: **1000**

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: **LUB LH InBd Flap Lat Screw Jack**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069222 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.

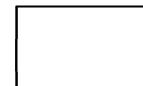
Defect Card Raised

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: 27-53-01-640-803

Operator Code: 27-53-01-640-803-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0096**

Notif.No.: 10049010

Activity: **1000**

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: **LUB LH InBd Flap Cntr Screw Jack**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069223 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.

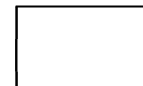
Defect Card Raised

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: 27-53-01-640-803

Operator Code: 27-53-01-640-803-03

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0097**

Notif.No.: 10049011

Activity: **1000**

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: **LUB RH InBd Flap Cntr Screw Jack**

ETOPS A/C: No RVSM A/C: No Warranty: - ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069224 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.

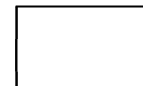
Defect Card Raised

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: 27-53-01-640-803

Operator Code: 27-53-01-640-803-04

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0098**

Notif.No.: 10049012

Activity: **1000**

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: **LUB RH InBd Flap Lat Screw Jack**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 27

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600**Access Required for this task:**

561AB,563HB,571AB,661AB,663HB,671AB

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069225 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.

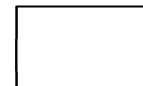
Defect Card Raised

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: 27-53-01-640-803

Operator Code: 27-53-01-640-803-05

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0167**

Notif.No.: 10049233

Activity: **1038**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **TST #1 ATC Transponder**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069359 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-54-00-700-881-01

Operator Code: 34-54-00-700-881-01

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.: **34.300**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	24-JAN-2013						

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

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

344816	NO. 1 ATC TRANSPONDER	GENERIC NO REF
--------	-----------------------	----------------

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
--------------------------------	---------------------------------------	----------------------------------	-------------------------------	---------------------------------	------------------------------------------	--------------------------------------	----------------------------------	----------------------------------------	--------------------------------------	-------------------------------------------	----------------------------------	----------------------------------

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	622-9210-008		S/N	GWDW		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS		HRS		HRS
	LDGS		LDGS		LDGS		LDGS
				TECH:		INSP:	

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

#>34-54-00-700-881 TEST NO. 1 ATC TRANSPONDER (FAR 91.413)

-01

MANDATORY

RECORD DATE OF CALIBRATION ____/____/____

FAR 91.413 REMARKS : _____

34-54-00-720-802-01 FUNCTIONAL TEST NO. 1 ATC TRANSPONDER

RVSM

REMARKS : _____

AMM 34-54-00-720-802

Operator: **HERON AVIATION**

Work Card No.: **34.300**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

10 FAR 91.413 PAGE NO.: REF: SEC 91.413 ATC TRANSPONDER TESTS AND INSPECTIONS DATE: 01/31/04

34-54-00-700-881-01 TEST NO. 1 ATC TRANSPONDER (FAR 91.413)

956 MPD 05-20-34 PAGE NO.:PAGE 2/2 REF: 34-50 DEPENDENT POSITION DETERMINING DATE: MAR 09/2012 2

34-54-00-720-802-01 FUNCTIONAL TEST NO. 1 ATC TRANSPONDER

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 34-54-00-720-802 FUNCTIONAL TEST OF THE AIR TRAFFIC CONTROL (ATC) SYSTEM

WARNING: THE ATC TRANSPONDER SYSTEM EMITS RADIO FREQUENCY (RF) SIGNALS. DO NOT OPERATE OR TEST THE ATC TRANSPONDER SYSTEM WITH PERSONNEL STANDING AT LESS THAN 2 M (7 FT APPROX.) FROM THE ANTENNA. THIS WILL PREVENT THE RISK OF INJURY CAUSED BY RF EMISSIONS.

CAUTION: THE LOCAL STATION MUST BE INFORMED BEFORE PERFORMING THESE TESTS.

CAUTION: THESE TESTS MUST BE PERFORMED, AS FAR AS POSSIBLE, INSIDE A METALLIC HANGAR WITH DOORS CLOSED TO AVOID DISTURBING LOCAL TRAFFIC.

CAUTION: LIMIT THE ATC TRANSMISSION TIME TO THE MINIMUM.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-54-00-720-802-01 ATC 1 system periodic tests
- 34-54-00-720-802-02 ATC 2 system periodic tests
- 34-54-00-720-802-03 ATC 1 system complementary tests
- 34-54-00-720-802-04 ATC 2 system complementary tests

NOTE 1: The procedure is broken down as follows:

- Periodic Tests:
 - ATC 1 system: operation code 34-54-00-720-802-01,
 - ATC 2 system: operation code 34-54-00-720-802-02.
- Complementary Tests:
 - ATC 1 system: operation code 34-54-00-720-802-03,
 - ATC 2 system: operation code 34-54-00-720-802-04.

NOTE 2: The software of ramp test set (**ATC-601**) must be updated to version 2.22 (or higher) for the test of the "FLIGHT ID" (A/C with SB F900EX-205) and to version 3.04 (or higher) for the test of "Enhanced Surveillance" (A/C with SB F900EX-239).

The version of the software can be checked on the "START UP" screen when Ramp Test Set (**ATC-601**) is energized.

NOTE 3: For the test, do not use the codes that follow:

- code 0001 (military intercept code),
- code 7500 (hijack code),
- code 7600 (defective VHF COM receiver code),
- code 7700 (emergency code).

2. LOGISTICS

A. References

Reference	Designation
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Effectivity: USING ATC-601 TEST SET
Rev. Date: MAR 09/2012
34-54-00-720-802

page 1 / 19

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- [24-00-00-860-801](#) ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
- [32-60-00-910-801](#) USE OF THE GROUND / FLIGHT BOX
- [32-60-00-910-802](#) USE OF THE TARGETS FOR FLIGHT SIMULATION
- [34-10-00-860-801](#) PREPARATION AND USE OF THE AIR DATA BENCH
- [34-21-00-820-801](#) IRS ALIGNMENT

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• ATC-601	ATC TEST SET	

C. Energy

- ELECTRICAL
- HYDRAULIC

D. Access

Reference	Designation
• PAX	PASSENGER DOOR
• 210A	NOSE CONE

E. Miscellaneous

- ACCESS PLATFORM (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

Refer to [fig. 1](#)

- A. Connect the Electrical Ground Power Unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- B. Connect the digital air data bench (Refer to [TASK 34-10-00-860-801](#), paragraph "Connection").
- C. Install the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Use").

NOTE: The GROUND/FLIGHT box may be used instead of the in-flight simulating tools.
 In this case, connect the GROUND/FLIGHT box (Refer to [TASK 32-60-00-910-801](#), paragraph "Installation").
- D. For A/C with SB F900EX-239 "Enhanced Surveillance", open nose cone ([210A](#)).
- E. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- F. Select a reference pressure of 29.92 in.Hg on pilot Primary Flight Display (PFD) ([L12FV](#)) and copilot PFD ([R12FV](#)) by pressing the "STD" key on the lower strip of each PFD.

4. INITIALIZATION OF RAMP TEST SET ([ATC-601](#))

- A. Switch on ramp test set ([ATC-601](#)) by pressing the "POWER" key.

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NOTE: On the "START UP" screen, check that the version of the software is compatible with the tests to be performed:

- Version 2.22 (or higher) for the test of the "FLIGHT ID" (A/C with SB F900EX-205).
- Version 3.04 (or higher) for the test of "Enhanced Surveillance" (A/C with SB F900EX-239).

B. Press the "SELF TEST" key to display the "SELF TEST" screen.

C. Press the "RUN/STOP" key to start the self-test.

NOTE: The "TEST RUNNING" message appears in the bottom line of display to indicates that the test is running. At the end of the test, the message disappears.

D. Check that the "SELF TEST - PASSED" message is displayed at the end of the test.

NOTE: If the test fails, the "SELF TEST - FAILURE" message is displayed; if so, refer to ramp test set (**ATC-601**) operating manual for error code definitions.

5. PERIODIC TESTS

Refer to **fig. 1**, **fig. 2** and **fig. 4**

NOTE: For these tests, ramp test set (**ATC-601**) can be installed on board the aircraft.

A. Test procedure for ATC 1 bottom antenna (**L5SH**)

- (1) Install the cover on ATC 1 top antenna (**L9SH**).
- (2) Using a coaxial cable, connect the test set antenna to the "ANTENNA" connector of ramp test set (**ATC-601**).
- (3) Orientate the test set antenna towards ATC 1 bottom antenna (**L5SH**)

NOTE: The test set antenna can be placed on the ground, under ATC 1 bottom antenna (**L5SH**).
Prevent any metal object from interfering between ATC 1 bottom antenna (**L5SH**) and the test set antenna.

(4) On copilot Radio Tuning Unit (RTU 2) (**R12RC**), set "BRT OFF" knob (1) away from "OFF".

(5) On pilot Radio Tuning Unit (RTU 1) (**L12RC**):

- (a) Set "BRT OFF" knob (1) away from "OFF".
- (b) Press line key (2) as many times as necessary to display the "ATC" main page.
- (c) Press line key (3) to select ATC 1 transponder.

NOTE 1: The active transponder is displayed in cyan block letters on the "ATC" main page.

NOTE 2: The "ATC 1" main page is not displayed permanently.

In the absence of any activity for more than 20 seconds (selection with a line key or action on the three concentric knobs), the RTU main page is displayed again. In this case, press line key (2) as many times as necessary to display the "ATC 1" main page.

- (d) Press line key (4) to select "STBY".
- (e) Press line key (5) to select "ALT ON".

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- (f) Press line key (12) and turn two of the three concentric knobs (7) to set the code 7776.
NOTE: Another code may be provided by the local station. If so, use this code instead of code 7776.
- (6) On ramp test set (**ATC-601**):
- (a) Press the "SETUP" key to display the "SETUP#1 MENU" page, and configure the following parameters:
- NOTE 1: In order not to adversely affect the test, the data entered in this page has to be as precise as possible.
- NOTE 2: Enter the data, using the "SELECT" keys (up/down), to change the parameters (the cursor line indicates the parameter selected), and the "SLEW" keys (up/down) to change the values. The "SLEW" keys have different rates of change according to the parameter and the way the keys are pressed.
- 1 RANGE (in feet): enter the distance between the antenna to be tested and the test set antenna.
 - 2 HEIGHT (in feet): enter the height between the antenna to be tested and the test set antenna.
 - 3 SELECTED: select the antenna to be tested (top or bottom antenna).
 - 4 GAIN (in dB): the relevant gain value to be entered is mentioned at the back of the test antenna.
 - GAIN 1030: enter the gain of the test antenna at 1030 MHz.
 - GAIN 1090: enter the gain of the test antenna at 1090 MHz.
 - 5 LOSS (in dB): enter the gain loss due to the length of the coaxial cable between ramp test set (**ATC-601**) and the test set antenna (the value of gain loss to be entered is mentioned on the coaxial cable).
- (7) If the GROUND/FLIGHT BOX is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (8) POWER TEST
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Press the "PWR TEST" key.
 - Press the "SELECT" key to select the ATC 1 bottom antenna.
 - Press the "RUN/STOP" key to start the test.
 - Check that the "PASSED" message is displayed in the "STATUS" column.
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (9) TRANSPONDER MODE TEST (AUTO TEST)
- NOTE: The operation manual of the test set gives references to the appropriate FAA requirements.
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Press the "AUTO TEST" key.

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- Press the "RUN/STOP" key and wait for the end of the test.
- Check that the "AUTO TEST - PASSED" message is displayed.

NOTE: To get more information about the results of an autotest, press the "SELECT" key to select the desired test and press the "RUN/STOP" to restart the test.

- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (10) ALTITUDE TEST (A/C WITHOUT SB F900EX-239 "Enhanced Surveillance") (**fig. 2**)
- (a) Adjust the digital air data bench until an altitude higher than 30,000 ft is read on pilot PFD (**L12FV**) and on copilot PFD (**R12FV**) (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").
- (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
- Press line key (4) to select "ON".
 - Check that the same altitude is displayed.
- (c) On ramp test set (**ATC-601**):
- Select "MODE S UFØ" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "AC=".
- (d) On the digital air data bench, increase the altitude by 1000 ft (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench"), and check that the altitude has also increased on "ATC 1" main page of RTU 1 (**L12RC**) and on ramp test set (**ATC-601**).
- (e) With the following table, check whether the altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)
ADC 1 (L1FX)	ADC 2 (R1FX)	
Disengaged	Engaged	Altitude displayed next to "AC="
Disengaged	Disengaged	Altitude not displayed
Engaged	Disengaged	Altitude displayed next to "AC="
Engaged	Engaged	Altitude displayed next to "AC="

- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (5) to select "ALT OFF".
- (g) On ramp test set (**ATC-601**):
- Check that the altitude is not displayed.
 - Press the "RUN/STOP" key to stop the test.
- (h) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (11) ALTITUDE TEST (A/C WITH SB F900EX-239 "Enhanced Surveillance") (**fig. 2**)
- (a) Adjust the digital air data bench until an altitude higher than 30,000 ft is read on pilot PFD (**L12FV**) and on copilot PFD (**R12FV**) (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").

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- (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "ON".
 - Check that the same altitude is displayed.
- (c) On ramp test set (**ATC-601**):
 - Select "MODE S UFØ" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "AC=".
- (d) On the digital air data bench, increase the altitude by 1000 ft (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench"), and check that the altitude has also increased on "ATC 1" main page of RTU 1 (**L12RC**) and on ramp test set (**ATC-601**).
- (e) With the following table, check whether the altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
ADC 1 (L1FX)	ADC 2 (R1FX)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Altitude not displayed	Altitude displayed next to "AC="
Disengaged	Disengaged	Altitude not displayed	Altitude not displayed
Engaged	Disengaged	Altitude displayed next to "AC="	Altitude not displayed
Engaged	Engaged	Altitude displayed next to "AC="	Altitude displayed next to "AC="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (5) to select "ALT OFF".
- (g) On ramp test set (**ATC-601**):
 - Check that the altitude is not displayed.
 - Press the "RUN/STOP" key to stop the test.
- (h) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (12) ENHANCED SURVEILLANCE TEST (A/C WITH SB F900EX-239) (**fig. 2**)
 - (a) On AP control unit (**32CA**), turn the "ASEL" rotary switch to select an altitude, and check that the display in "ASEL" window varies on PFD (**L12FV**) or (**R12FV**).
 - (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (5) to select "ALT ON".
 - Press line key (4) to select "ON".
 - (c) On ramp test set (**ATC-601**):
 - Select the "SEL VERT INTENT RPT #1" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "MCP / FCU SEL ALT=".

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- (d) With the following table, check whether the selected altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
ADC 1 (L1FX)	ADC 2 (R1FX)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Selected altitude not displayed	Selected altitude displayed next to "MCP / FCU SEL ALT="
Disengaged	Disengaged	Selected altitude not displayed	Selected altitude not displayed
Engaged	Disengaged	Selected altitude displayed next to "MCP / FCU SEL ALT="	Selected altitude not displayed
Engaged	Engaged	Selected altitude displayed next to "MCP / FCU SEL ALT="	Selected altitude displayed next to "MCP / FCU SEL ALT="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

- (e) On ramp test set (**ATC-601**), press the "RUN/STOP" key to stop the test.
- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (g) On pilot and copilot Navigation Display (ND 1/ND 2) (**L22FV**)/(**R22FV**) (**fig. 3**):
- 1 Check that label "TRU" (1) is not displayed just below and on the left heading digital readout (2).
 - 2 If label "TRU" (1) is displayed, apply the following procedure to select the magnetic heading:
 - On pilot or copilot Control Display Unit (CDU 1/CDU 2) (**L2RJ**)/(**R2RJ**), press "NAV" function key (3) to access "NAV INDEX 1/2" page (5).
 - When "NAV INDEX 1/2" page (5) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "NAV INDEX 2/2" page (6).
 - On "NAV INDEX 2/2" page (6), select "MAINTENANCE" line key (7) to access "MAINTENANCE 1/3" page (8).
 - When "MAINTENANCE 1/3" page (8) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "MAINTENANCE 2/3" page (9).
 - When "MAINTENANCE 2/3" page (9) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "MAINTENANCE 3/3" page (10).
 - On "MAINTENANCE 3/3" page (10), select the magnetic heading mode by pressing "SELECTED HDG MODE" line key (11) (MAG selected). The "MAG" mode is activated by pressing "ACTIVE HDG MODE" line key (12).
 - On pilot or copilot ND (**L22FV**)/(**R22FV**), check that "TRU" label (13) is not displayed just below and on the left heading digital readout (2).
- (h) Perform an Inertial Reference System (IRS) 1 and 2 alignment (**L2FP**)/(**R2FP**) (Refer to **TASK 34-21-00-820-801**).
- (i) Disengage the following circuit breakers:
- "AHS 1 BAT" (**L11FP**),

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- "AHS 2 BAT" (**R11FP**).
- (j) In nose cone (**210A**), disconnect the electrical cable from IRS 1 and IRS 2 batteries (**L12FP**)/(**R12FP**).
- (k) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (l) On ramp test set (**ATC-601**):
 - Select the "HEADING & SPEED REPORT" test, using the the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the heading value displayed on pilot or copilot ND (**L22FV**)/(**R22FV**) is displayed next to "MAG HDG=".
- (m) With the following table, check whether the heading is displayed on ramp test set (**ATC-601**) for the various statuses of "AHS 1" (**L1FP**) and "AHS 2" (**R1FP**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
AHS 1 (L1FP)	AHS 2 (R1FP)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Heading not displayed	Heading displayed next to "MAG HDG="
Disengaged	Disengaged	Heading not displayed	Heading not displayed
Engaged (1)	Disengaged	Heading displayed next to "MAG HDG="	Heading not displayed
Engaged	Engaged (1)	Heading displayed next to "MAG HDG="	Heading displayed next to "MAG HDG="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

NOTE: When "AHS 1" (**L1FP**) or "AHS 2" (**R1FP**) circuit breakers are re-engaged, set the mode selector switch of Mode Select Unit (MSU) 1 (**L3FP**) or MSU 2 (**R3FP**) to "ATT" position and wait for the new alignment of the IRSs.

- (n) On ramp test set (**ATC-601**), press the "RUN/STOP" key to stop the test.
- (o) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (13) Slowly return the digital air data bench to ambient atmospheric pressure (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").
- (14) GROUND/FLIGHT TEST (A/C WITH SB F900EX-270 or F900EX-239)
 - (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
 - (b) On ramp test set (**ATC-601**):
 - Select the "ATCRBS REPLY TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that "ATCRBS REPLY TEST - PASSED" is displayed at the top of the screen.
 - Press the "RUN/STOP" key to stop the test.
 - (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".

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- (d) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to [TASK 32-60-00-910-801](#), paragraph "Use"). Otherwise:
 - For A/C with SB F900EX-239 "Enhanced Surveillance", set the mode selector of MSU 1 and MSU 2 ([L3FP](#))/([R3FP](#)) to "OFF".
 - On RTU 1 ([L12RC](#)), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)) to "OFF" position.
 - De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
 - Remove the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Removal").
 - Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)), set "BRT OFF" knob (1) away from "OFF".
 - (e) On the "ATC 1" main page of RTU 1 ([L12RC](#)), press line key (4) to select "ON".
 - (f) On ramp test set ([ATC-601](#)):
 - Press the "RUN/STOP" key to start again the "ATCRBS REPLY TEST" test.
 - Check that "ATCRBS REPLY TEST - NO REPLY" screen is displayed at the top of the screen.
 - Press the "RUN/STOP" key to stop the test.
 - (g) On the "ATC 1" main page of RTU 1 ([L12RC](#)), press line key (4) to select "STBY".
 - (15) Remove the cover from ATC 1 top antenna ([L9SH](#)).
- B. Test procedure for ATC 1 top antenna ([L9SH](#)):
- (1) Install the cover on ATC 1 bottom antenna ([L5SH](#)).
 - (2) Orientate the test set antenna towards ATC 1 top antenna ([L9SH](#)).
NOTE: The test set antenna can be placed with caution, on the LH wing outboard upper surface. Prevent any metal object from interfering between the ATC 1 top antenna ([L9SH](#)) and the test set antenna.
 - (3) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to [TASK 32-60-00-910-801](#), paragraph "Use"). Otherwise:
 - On RTU 1 ([L12RC](#)), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)) to "OFF".
 - De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
 - Install the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Removal").
 - Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)), set "BRT OFF" knob (1) away from "OFF".
 - (4) Repeat the test in the same way as for testing ATC 1 bottom antenna ([L9SH](#)), but only perform steps F through I.
NOTE: To evaluate the height between the top antenna and the test set antenna (ramp test set "HEIGHT" parameter), the operator can consider that the height of the top antenna with respect to the ground is 12 ft.

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- (5) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
 - (6) Remove the cover from ATC 1 bottom antenna (**L5SH**).
- C. Test procedure for ATC 2 bottom antenna (**R5SH**):
- (1) Install the cover on ATC 2 top antenna (**R9SH**).
 - (2) Orientate the test set antenna towards ATC 2 bottom antenna (**R5SH**).
NOTE: The test set antenna can be placed on the ground, under ATC 2 bottom antenna (**R5SH**). Prevent any metal object from interfering between the ATC 2 bottom antenna (**R5SH**) and the test set antenna.
 - (3) Repeat the test in the same way as for testing ATC 1 bottom antenna (**L5SH**), but only perform steps E through N as applicable:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".
 - (4) Remove the cover from ATC 2 top antenna (**R9SH**).
- D. Test procedure for ATC 2 top antenna (**R9SH**)
- (1) Install the cover on ATC 2 bottom antenna (**R5SH**).
 - (2) Orientate the test set antenna towards ATC 2 top antenna (**R9SH**).
NOTE: The test set antenna can be placed with caution on the RH wing outboard upper surface. Prevent any metal object from interfering between the ATC 2 top antenna (**R9SH**) and the test set antenna.
 - (3) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use"). Otherwise:
 - On RTU 2 (**R12RC**), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 (**L12RC**)/(**R12RC**) to "OFF".
 - De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
 - Install the in-flight simulating tools (Refer to **TASK 32-60-00-910-802**, paragraph "Removal").
 - Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 (**L12RC**)/(**R12RC**), set "BRT OFF" knob (1) away from "OFF".
 - (4) Repeat the test in the same way as for testing ATC 1 bottom antenna (**L5SH**), but only perform steps F through I:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".NOTE: To evaluate the height between the top antenna and the test set antenna (ramp test set "HEIGHT" parameter), the operator can consider that the height of the top antenna with respect to the ground is 12 ft.
 - (5) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
 - (6) Remove the cover from ATC 2 bottom antenna (**R5SH**).

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6. COMPLEMENTARY TESTS

Refer to **fig. 1**, **fig. 2** and **fig. 4**

NOTE: The following tests are described in this paragraph:

- IDENT - CODE test,
- FLIGHT ID test (A/C with SB F900EX-205), and
- SQUITTER test (A/C with SB F900EX-282).

These tests are not included in the scheduled maintenance, but they are used for checking various parameters according to the aircraft configuration.

A. Test procedure for ATC 1 transponder (**L3SH**):

- (1) Install the cover on ATC 1 top antenna (**L9SH**).
- (2) Orientate the test set antenna towards ATC 1 bottom antenna (**L5SH**).

NOTE: The test set antenna can be placed on the ground, under ATC 1 bottom antenna (**L5SH**). Prevent any metal object from interfering between the ATC 1 bottom antenna (**L5SH**) and the test set antenna.

- (3) On copilot Radio Tuning Unit (RTU 2) (**R12RC**), set "BRT OFF" knob (1) away from "OFF".
- (4) On pilot Radio Tuning Unit (RTU) 1 (**L12RC**):
 - (a) Set "BRT OFF" knob (1) away from "OFF".
 - (b) Press line key (2) as many times as necessary to display the "ATC" main page.
 - (c) Press line key (3) to select ATC 1 transponder.

NOTE 1: The active transponder is displayed in cyan block letters on the "ATC" main page.

NOTE 2: The "ATC 1" main page is not displayed permanently.

In the absence of any activity for more than 20 seconds (selection with a line key or action on the three concentric knobs), the RTU main page is displayed again. In this case, press line key (2) as many times as necessary to display the "ATC 1" main page.

- (d) Press line key (4) to select "STBY".
 - (e) Press line key (5) to select "ALT ON".
 - (f) Press line key (12) and turn two of the three concentric knobs (7) to set the code 7776.

NOTE: Another code may be provided by the local station. If so, use this code instead of code 7776.
- (5) On ramp test set (**ATC-601**):
 - (a) Press the "SETUP" key to display the "SETUP#1 MENU" page, and configure the following parameters:

NOTE 1: In order not to adversely affect the test, the data entered in this page has to be as precise as possible.

NOTE 2: Enter the data, using the "SELECT" keys (up/down), to change the parameters (the cursor line indicates the parameter selected), and the "SLEW" keys (up/down) to change the values. The "SLEW" keys have different rates of change according to the parameter and to the way the keys are pressed.

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- 1 RANGE (in feet): enter the distance between the antenna to be tested and the test set antenna.
 - 2 HEIGHT (in feet): enter the height between the antenna to be tested and the test set antenna.
 - 3 SELECTED: select the antenna to be tested (top or bottom antenna).
 - 4 GAIN (in dB): the relevant gain value to be entered is mentioned at the back of the test antenna.
 - GAIN 1030: enter the gain of the test antenna at 1030 MHz.
 - GAIN 1090: enter the gain of the test antenna at 1090 MHz.
 - 5 LOSS (in dB): enter the gain loss due to the length of the coaxial cable between ramp test set (**ATC-601**) and the test set antenna (the value of gain loss to be entered is mentioned on the coaxial cable).
- (6) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (7) IDENT - CODE TEST
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
 - (b) On ramp test set (**ATC-601**):
 - Press the "AUTO TEST" key on ramp test set (**ATC-601**).
 - Select the "ATCRBS REPLY TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the code 7776 (or the code given by the local station) is displayed next to "CODE=".
 - (c) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press "IDENT" button (8).
 - Check that the cyan "ID" mnemonic is displayed below "ATC 1" for 20 ± 5 seconds.
 - (d) On ramp test set (**ATC-601**), check that the "ID" is displayed next to "CODE=".
 - (e) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "STBY".
 - Press line key (5) to select "ALT OFF".
 - Check that "STBY" is displayed.
 - (f) On ramp test set (**ATC-601**), check that no code is displayed next to "CODE=".
 - (g) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "ON".
 - Check that "STBY" is not displayed on the "ATC 1" main page.
 - (h) On ramp test set (**ATC-601**):
 - Check that code 7776 (or the code given by the local station) is displayed next to "CODE=".
 - Press the "RUN/STOP" key to stop the test.
 - (i) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (8) FLIGHT ID TEST (A/C with SB F900EX-205)

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- (a) On the "ATC 1" main page of RTU 1 (**L12RC**):
- 1 Press line key (4) to select "ON".
 - 2 Press line key (11) to select a preset Flight ID (10).
NOTE: Pressing line key (11) causes a window to frame the leftmost preset Flight ID (10).
 - 3 Enter the Flight ID characters, using two of three concentric knobs (7):
NOTE: The Flight ID characters must contain the first eight characters of the approved repair station performing the tests.
 - the inner knob changes the character inside the window,
 - the outer knob moves one character at a time from the leftmost character to the rightmost character.
 - 4 Press line key (11) to switch active Flight ID (9) and preset Flight ID (10).
 - 5 Press "IDENT" button (8).
 - 6 Check that the cyan "ID" mnemonic is displayed below "ATC 1" for 20 ± 5 seconds.
- (b) On ramp test set (**ATC-601**):
- Select the "FLIGHT ID TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that FLIGHT ID is displayed next to "FLIGHT ID=".
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (9) SQUITTER test (A/C with SB F900EX-282)
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Select the "SQUITTER TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that "DF17 DETECTED = NO" is displayed.
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (10) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (11) Remove the cover from ATC 1 top antenna (**L9SH**).
- B. Test procedure for ATC 2 transponder (**R3SH**):
- (1) Install the cover on ATC 2 top antenna (**R9SH**).
 - (2) Orientate the test set antenna towards ATC 2 bottom antenna (**R5SH**).
- NOTE: The test set antenna can be placed on the ground, under ATC 2 bottom antenna (**R5SH**). Prevent any metal object from interfering between the ATC 2 bottom antenna (**R5SH**) and the test set antenna.

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- (3) Repeat the test in the same way as for testing ATC 1 transponder (**L3SH**), but only perform steps D through J:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".
- (4) Remove the cover from ATC 2 top antenna (**R9SH**) at the end of the test.

7. FINAL STEPS

- A. On ramp test set (**ATC-601**):
 - Press the "POWER" key to switch (**ATC-601**) off.
 - Disconnect the coaxial cable from the "ANTENNA" connector.
- B. Set "BRT OFF" knob (1) of RTU 1 and RTU 2 (**L12RC**)/(**R12RC**) to "OFF".
- C. For A/C with SB F900EX-239 "Enhanced Surveillance":
 - (1) In nose cone (**210A**), connect the electrical cable from IRS 1 and IRS 2 batteries (**L12FP**)/(**R12FP**).
 - (2) Engage the following circuit breakers:
 - "AHS 1 BAT" (**L11FP**),
 - "AHS 2 BAT" (**R11FP**).
 - (3) Perform a test of IRS 1 and IRS 2 batteries (**fig. 1**).
 - (a) IRS 1 battery (**L12FP**):
 - 1 On the overhead panel, press and hold "AHS 1" pushbutton (**L13FP**),
 - 2 On LH voltmeter (**L1PJ**), check that the battery voltage is ≥ 24 VDC,
 - 3 Release "AHS 1" pushbutton (**L13FP**).
 - (b) IRS 2 battery (**R12FP**):
 - 1 On the overhead panel, press and hold "AHS 2" pushbutton (**R13FP**),
 - 2 On RH voltmeter (**R1PJ**), check that the battery voltage is ≥ 24 VDC,
 - 3 Release "AHS 2" pushbutton (**R13FP**).
- D. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- E. Disconnect the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Disconnection").
- F. Remove the in-flight simulating tools (Refer to **TASK 32-60-00-910-802**, paragraph "Removal").
- G. If the GROUND/FLIGHT box was used, disconnect it (Refer to **TASK 32-60-00-910-801**, paragraph "Removal").
- H. Disconnect the Electrical Ground Power Unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

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CAUTION: WHEN CLOSING THE NOSE CONE, IT MUST BE SLOWED DOWN BEFORE IT REACHES THE BOTTOM STOP.

- I. For A/C with SB F900EX-239 "Enhanced Surveillance", close nose cone (**210A**).

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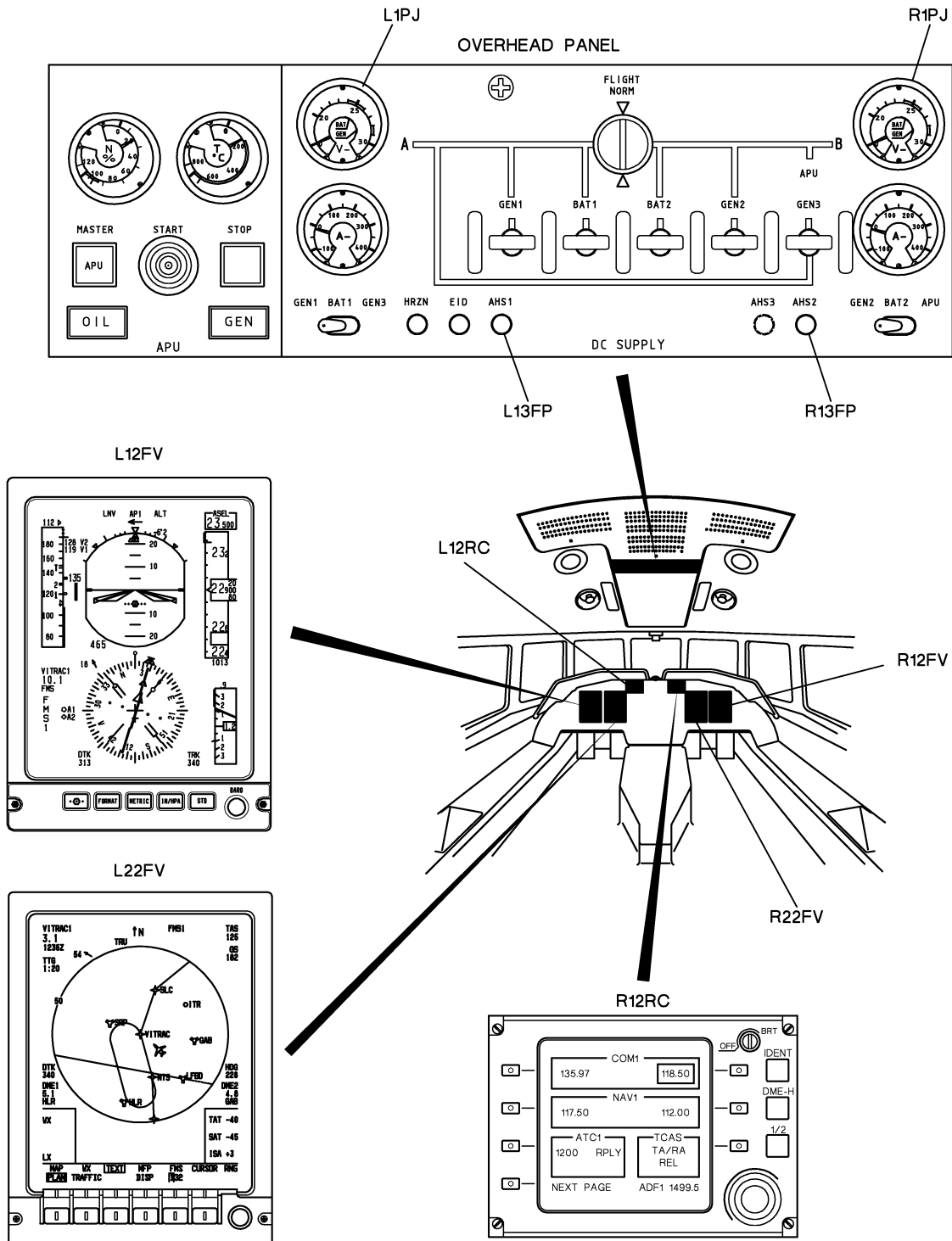


Figure 1: LOCATION OF COCKPIT CONTROLS

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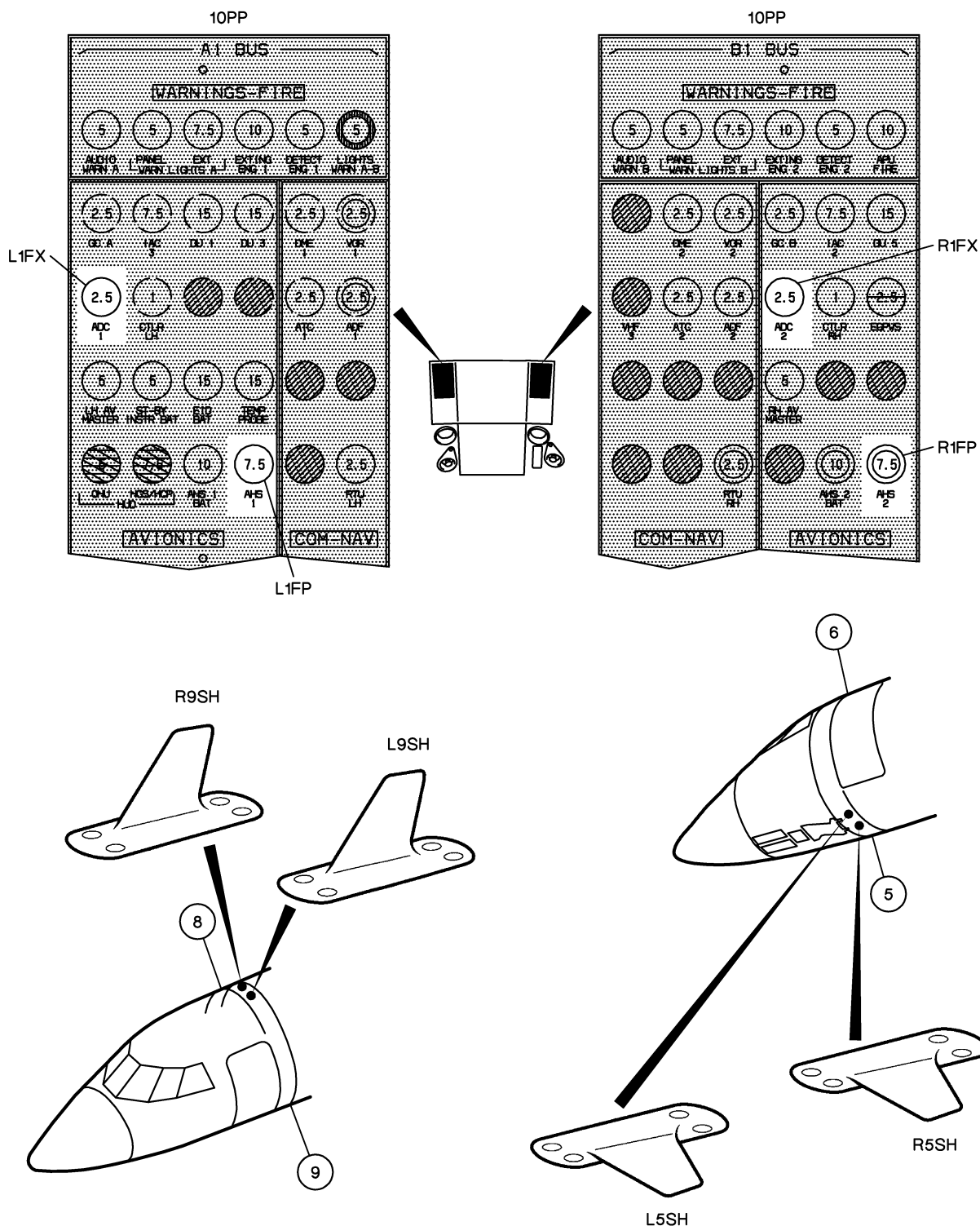


Figure 2: LOCATION OF CIRCUIT BEAKERS AND ATC ANTENNAS

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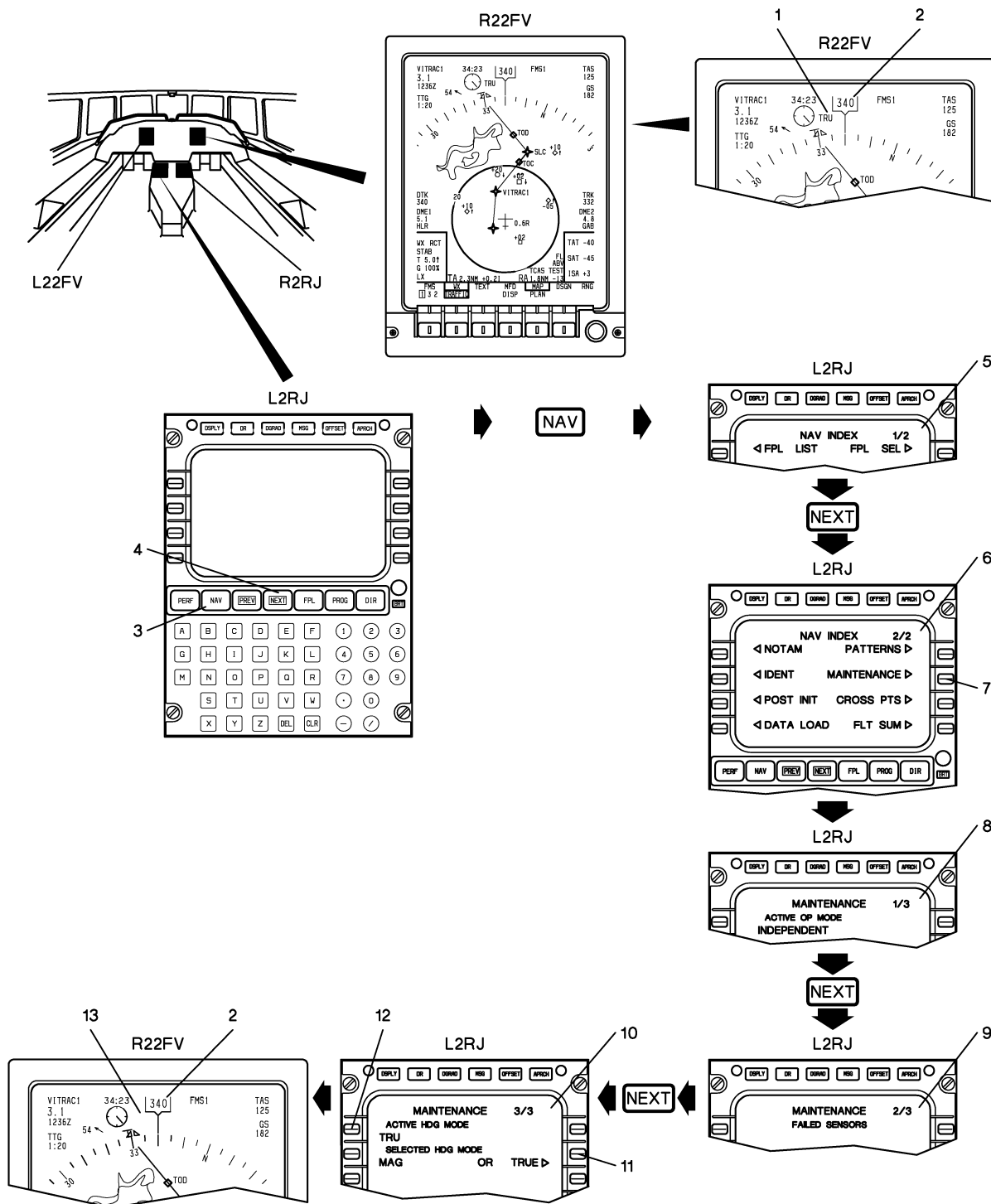


Figure 3: SELECT MAGNETIC HEADING

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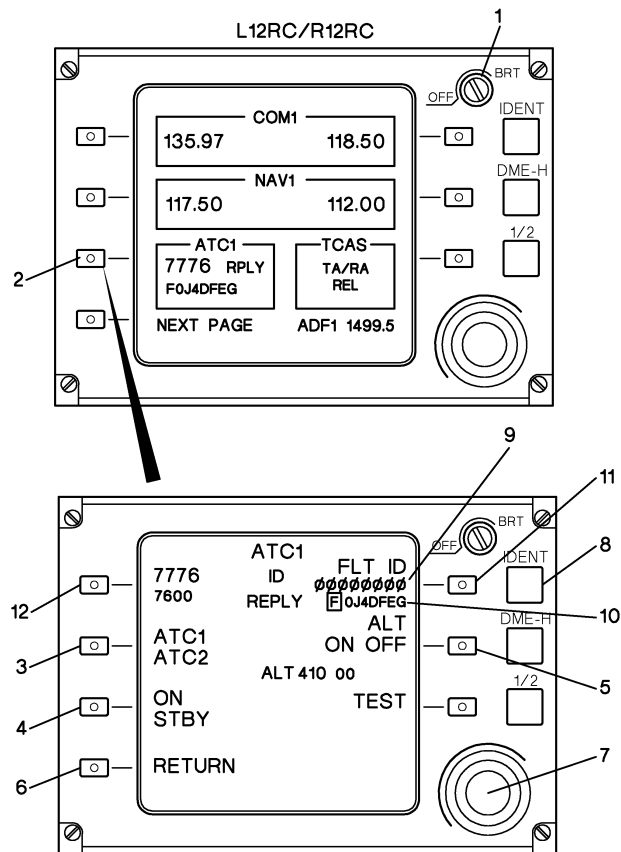


Figure 4: ATC WINDOW ON RTU

Project No: **BDHRN002**Job Card No **0168**

Notif.No.: 10049234

Activity: **1039**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **TST #2 ATC Transponder**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 34

Work Center	
MTX AVIO DEPT	

Zone: 200

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069360 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 34-54-00-700-881-02

Operator Code: 34-54-00-700-881-02

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.: **34.300**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	24-JAN-2013						

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

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

344817	NO. 2 ATC TRANSPONDER	GENERIC NO REF
--------	-----------------------	----------------

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT	<input type="checkbox"/> DAMAGED	<input type="checkbox"/> UNKNOWN
--------------------------------	---------------------------------------	----------------------------------	-------------------------------	---------------------------------	------------------------------------------	--------------------------------------	----------------------------------	----------------------------------------	--------------------------------------	-------------------------------------------	----------------------------------	----------------------------------

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	622-9210-008		S/N	1NV0Y		LABOR-HRS	
INSTALLED P/N			S/N			PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS	WARRANTY TIME REMAINING	MOS
	HRS		HRS		HRS		HRS
	LDGS		LDGS		LDGS		LDGS
				TECH:		INSP:	

REMARKS : _____

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

#>34-54-00-700-881 TEST NO. 2 ATC TRANSPONDER (FAR 91.413)

-02

MANDATORY

RECORD DATE OF CALIBRATION ____/____/____

FAR 91.413 REMARKS : _____

34-54-00-720-802-02 FUNCTIONAL TEST NO. 2 ATC TRANSPONDER

RVSM

REMARKS : _____

AMM 34-54-00-720-802

Operator: **HERON AVIATION**

Work Card No.: **34.300**

Serial No.: **096**

Model: **FALCON 900EX**

Reg No.: **D-AHRN**

Workorder No.: _____

SOURCE SUMMARIES

10 FAR 91.413 PAGE NO.: REF: SEC 91.413 ATC TRANSPONDER TESTS AND INSPECTIONS DATE: 01/31/04

34-54-00-700-881-02 TEST NO. 2 ATC TRANSPONDER (FAR 91.413)

956 MPD 05-20-34 PAGE NO.:PAGE 2/2 REF: 34-50 DEPENDENT POSITION DETERMINING DATE: MAR 09/2012 2

34-54-00-720-802-02 FUNCTIONAL TEST NO. 2 ATC TRANSPONDER

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TASK 34-54-00-720-802

FUNCTIONAL TEST OF THE AIR TRAFFIC CONTROL (ATC) SYSTEM

WARNING: THE ATC TRANSPONDER SYSTEM EMITS RADIO FREQUENCY (RF) SIGNALS. DO NOT OPERATE OR TEST THE ATC TRANSPONDER SYSTEM WITH PERSONNEL STANDING AT LESS THAN 2 M (7 FT APPROX.) FROM THE ANTENNA. THIS WILL PREVENT THE RISK OF INJURY CAUSED BY RF EMISSIONS.

CAUTION: THE LOCAL STATION MUST BE INFORMED BEFORE PERFORMING THESE TESTS.

CAUTION: THESE TESTS MUST BE PERFORMED, AS FAR AS POSSIBLE, INSIDE A METALLIC HANGAR WITH DOORS CLOSED TO AVOID DISTURBING LOCAL TRAFFIC.

CAUTION: LIMIT THE ATC TRANSMISSION TIME TO THE MINIMUM.

1. OVERVIEW OF THE JOB

Operation codes:

- 34-54-00-720-802-01 ATC 1 system periodic tests
- 34-54-00-720-802-02 ATC 2 system periodic tests
- 34-54-00-720-802-03 ATC 1 system complementary tests
- 34-54-00-720-802-04 ATC 2 system complementary tests

NOTE 1: The procedure is broken down as follows:

- Periodic Tests:
 - ATC 1 system: operation code 34-54-00-720-802-01,
 - ATC 2 system: operation code 34-54-00-720-802-02.
- Complementary Tests:
 - ATC 1 system: operation code 34-54-00-720-802-03,
 - ATC 2 system: operation code 34-54-00-720-802-04.

NOTE 2: The software of ramp test set (**ATC-601**) must be updated to version 2.22 (or higher) for the test of the "FLIGHT ID" (A/C with SB F900EX-205) and to version 3.04 (or higher) for the test of "Enhanced Surveillance" (A/C with SB F900EX-239).

The version of the software can be checked on the "START UP" screen when Ramp Test Set (**ATC-601**) is energized.

NOTE 3: For the test, do not use the codes that follow:

- code 0001 (military intercept code),
- code 7500 (hijack code),
- code 7600 (defective VHF COM receiver code),
- code 7700 (emergency code).

2. LOGISTICS

A. References

Reference	Designation
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Effectivity: USING ATC-601 TEST SET
Rev. Date: MAR 09/2012
34-54-00-720-802

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- [24-00-00-860-801](#) ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
- [32-60-00-910-801](#) USE OF THE GROUND / FLIGHT BOX
- [32-60-00-910-802](#) USE OF THE TARGETS FOR FLIGHT SIMULATION
- [34-10-00-860-801](#) PREPARATION AND USE OF THE AIR DATA BENCH
- [34-21-00-820-801](#) IRS ALIGNMENT

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• ATC-601	ATC TEST SET	

C. Energy

- ELECTRICAL
- HYDRAULIC

D. Access

Reference	Designation
• PAX	PASSENGER DOOR
• 210A	NOSE CONE

E. Miscellaneous

- ACCESS PLATFORM (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

Refer to [fig. 1](#)

- A. Connect the Electrical Ground Power Unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- B. Connect the digital air data bench (Refer to [TASK 34-10-00-860-801](#), paragraph "Connection").
- C. Install the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Use").

NOTE: The GROUND/FLIGHT box may be used instead of the in-flight simulating tools.
 In this case, connect the GROUND/FLIGHT box (Refer to [TASK 32-60-00-910-801](#), paragraph "Installation").
- D. For A/C with SB F900EX-239 "Enhanced Surveillance", open nose cone ([210A](#)).
- E. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- F. Select a reference pressure of 29.92 in.Hg on pilot Primary Flight Display (PFD) ([L12FV](#)) and copilot PFD ([R12FV](#)) by pressing the "STD" key on the lower strip of each PFD.

4. INITIALIZATION OF RAMP TEST SET ([ATC-601](#))

- A. Switch on ramp test set ([ATC-601](#)) by pressing the "POWER" key.

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NOTE: On the "START UP" screen, check that the version of the software is compatible with the tests to be performed:

- Version 2.22 (or higher) for the test of the "FLIGHT ID" (A/C with SB F900EX-205).
- Version 3.04 (or higher) for the test of "Enhanced Surveillance" (A/C with SB F900EX-239).

B. Press the "SELF TEST" key to display the "SELF TEST" screen.

C. Press the "RUN/STOP" key to start the self-test.

NOTE: The "TEST RUNNING" message appears in the bottom line of display to indicates that the test is running. At the end of the test, the message disappears.

D. Check that the "SELF TEST - PASSED" message is displayed at the end of the test.

NOTE: If the test fails, the "SELF TEST - FAILURE" message is displayed; if so, refer to ramp test set (**ATC-601**) operating manual for error code definitions.

5. PERIODIC TESTS

Refer to **fig. 1**, **fig. 2** and **fig. 4**

NOTE: For these tests, ramp test set (**ATC-601**) can be installed on board the aircraft.

A. Test procedure for ATC 1 bottom antenna (**L5SH**)

- (1) Install the cover on ATC 1 top antenna (**L9SH**).
- (2) Using a coaxial cable, connect the test set antenna to the "ANTENNA" connector of ramp test set (**ATC-601**).
- (3) Orientate the test set antenna towards ATC 1 bottom antenna (**L5SH**)

NOTE: The test set antenna can be placed on the ground, under ATC 1 bottom antenna (**L5SH**).
Prevent any metal object from interfering between ATC 1 bottom antenna (**L5SH**) and the test set antenna.

(4) On copilot Radio Tuning Unit (RTU 2) (**R12RC**), set "BRT OFF" knob (1) away from "OFF".

(5) On pilot Radio Tuning Unit (RTU 1) (**L12RC**):

- (a) Set "BRT OFF" knob (1) away from "OFF".
- (b) Press line key (2) as many times as necessary to display the "ATC" main page.
- (c) Press line key (3) to select ATC 1 transponder.

NOTE 1: The active transponder is displayed in cyan block letters on the "ATC" main page.

NOTE 2: The "ATC 1" main page is not displayed permanently.

In the absence of any activity for more than 20 seconds (selection with a line key or action on the three concentric knobs), the RTU main page is displayed again. In this case, press line key (2) as many times as necessary to display the "ATC 1" main page.

- (d) Press line key (4) to select "STBY".
- (e) Press line key (5) to select "ALT ON".

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- (f) Press line key (12) and turn two of the three concentric knobs (7) to set the code 7776.
NOTE: Another code may be provided by the local station. If so, use this code instead of code 7776.
- (6) On ramp test set (**ATC-601**):
- (a) Press the "SETUP" key to display the "SETUP#1 MENU" page, and configure the following parameters:
- NOTE 1: In order not to adversely affect the test, the data entered in this page has to be as precise as possible.
- NOTE 2: Enter the data, using the "SELECT" keys (up/down), to change the parameters (the cursor line indicates the parameter selected), and the "SLEW" keys (up/down) to change the values. The "SLEW" keys have different rates of change according to the parameter and the way the keys are pressed.
- 1 RANGE (in feet): enter the distance between the antenna to be tested and the test set antenna.
 - 2 HEIGHT (in feet): enter the height between the antenna to be tested and the test set antenna.
 - 3 SELECTED: select the antenna to be tested (top or bottom antenna).
 - 4 GAIN (in dB): the relevant gain value to be entered is mentioned at the back of the test antenna.
 - GAIN 1030: enter the gain of the test antenna at 1030 MHz.
 - GAIN 1090: enter the gain of the test antenna at 1090 MHz.
 - 5 LOSS (in dB): enter the gain loss due to the length of the coaxial cable between ramp test set (**ATC-601**) and the test set antenna (the value of gain loss to be entered is mentioned on the coaxial cable).
- (7) If the GROUND/FLIGHT BOX is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (8) POWER TEST
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Press the "PWR TEST" key.
 - Press the "SELECT" key to select the ATC 1 bottom antenna.
 - Press the "RUN/STOP" key to start the test.
 - Check that the "PASSED" message is displayed in the "STATUS" column.
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (9) TRANSPONDER MODE TEST (AUTO TEST)
- NOTE: The operation manual of the test set gives references to the appropriate FAA requirements.
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Press the "AUTO TEST" key.

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- Press the "RUN/STOP" key and wait for the end of the test.
- Check that the "AUTO TEST - PASSED" message is displayed.

NOTE: To get more information about the results of an autotest, press the "SELECT" key to select the desired test and press the "RUN/STOP" to restart the test.

- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (10) ALTITUDE TEST (A/C WITHOUT SB F900EX-239 "Enhanced Surveillance") (**fig. 2**)
- (a) Adjust the digital air data bench until an altitude higher than 30,000 ft is read on pilot PFD (**L12FV**) and on copilot PFD (**R12FV**) (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").
- (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
- Press line key (4) to select "ON".
 - Check that the same altitude is displayed.
- (c) On ramp test set (**ATC-601**):
- Select "MODE S UFØ" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "AC=".
- (d) On the digital air data bench, increase the altitude by 1000 ft (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench"), and check that the altitude has also increased on "ATC 1" main page of RTU 1 (**L12RC**) and on ramp test set (**ATC-601**).
- (e) With the following table, check whether the altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)
ADC 1 (L1FX)	ADC 2 (R1FX)	
Disengaged	Engaged	Altitude displayed next to "AC="
Disengaged	Disengaged	Altitude not displayed
Engaged	Disengaged	Altitude displayed next to "AC="
Engaged	Engaged	Altitude displayed next to "AC="

- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (5) to select "ALT OFF".
- (g) On ramp test set (**ATC-601**):
- Check that the altitude is not displayed.
 - Press the "RUN/STOP" key to stop the test.
- (h) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (11) ALTITUDE TEST (A/C WITH SB F900EX-239 "Enhanced Surveillance") (**fig. 2**)
- (a) Adjust the digital air data bench until an altitude higher than 30,000 ft is read on pilot PFD (**L12FV**) and on copilot PFD (**R12FV**) (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").

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- (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "ON".
 - Check that the same altitude is displayed.
- (c) On ramp test set (**ATC-601**):
 - Select "MODE S UFØ" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "AC=".
- (d) On the digital air data bench, increase the altitude by 1000 ft (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench"), and check that the altitude has also increased on "ATC 1" main page of RTU 1 (**L12RC**) and on ramp test set (**ATC-601**).
- (e) With the following table, check whether the altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
ADC 1 (L1FX)	ADC 2 (R1FX)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Altitude not displayed	Altitude displayed next to "AC="
Disengaged	Disengaged	Altitude not displayed	Altitude not displayed
Engaged	Disengaged	Altitude displayed next to "AC="	Altitude not displayed
Engaged	Engaged	Altitude displayed next to "AC="	Altitude displayed next to "AC="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (5) to select "ALT OFF".
- (g) On ramp test set (**ATC-601**):
 - Check that the altitude is not displayed.
 - Press the "RUN/STOP" key to stop the test.
- (h) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (12) ENHANCED SURVEILLANCE TEST (A/C WITH SB F900EX-239) (**fig. 2**)
 - (a) On AP control unit (**32CA**), turn the "ASEL" rotary switch to select an altitude, and check that the display in "ASEL" window varies on PFD (**L12FV**) or (**R12FV**).
 - (b) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (5) to select "ALT ON".
 - Press line key (4) to select "ON".
 - (c) On ramp test set (**ATC-601**):
 - Select the "SEL VERT INTENT RPT #1" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the same altitude is displayed next to "MCP / FCU SEL ALT=".

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- (d) With the following table, check whether the selected altitude is displayed on ramp test set (**ATC-601**) for the various statuses of "ADC 1" (**L1FX**) and "ADC 2" (**R1FX**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
ADC 1 (L1FX)	ADC 2 (R1FX)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Selected altitude not displayed	Selected altitude displayed next to "MCP / FCU SEL ALT="
Disengaged	Disengaged	Selected altitude not displayed	Selected altitude not displayed
Engaged	Disengaged	Selected altitude displayed next to "MCP / FCU SEL ALT="	Selected altitude not displayed
Engaged	Engaged	Selected altitude displayed next to "MCP / FCU SEL ALT="	Selected altitude displayed next to "MCP / FCU SEL ALT="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

- (e) On ramp test set (**ATC-601**), press the "RUN/STOP" key to stop the test.
- (f) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (g) On pilot and copilot Navigation Display (ND 1/ND 2) (**L22FV**)/(**R22FV**) (**fig. 3**):
- 1 Check that label "TRU" (1) is not displayed just below and on the left heading digital readout (2).
 - 2 If label "TRU" (1) is displayed, apply the following procedure to select the magnetic heading:
 - On pilot or copilot Control Display Unit (CDU 1/CDU 2) (**L2RJ**)/(**R2RJ**), press "NAV" function key (3) to access "NAV INDEX 1/2" page (5).
 - When "NAV INDEX 1/2" page (5) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "NAV INDEX 2/2" page (6).
 - On "NAV INDEX 2/2" page (6), select "MAINTENANCE" line key (7) to access "MAINTENANCE 1/3" page (8).
 - When "MAINTENANCE 1/3" page (8) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "MAINTENANCE 2/3" page (9).
 - When "MAINTENANCE 2/3" page (9) is displayed, press "NEXT" function key (4), on pilot or copilot CDU (**L2RJ**)/(**R2RJ**), to access "MAINTENANCE 3/3" page (10).
 - On "MAINTENANCE 3/3" page (10), select the magnetic heading mode by pressing "SELECTED HDG MODE" line key (11) (MAG selected). The "MAG" mode is activated by pressing "ACTIVE HDG MODE" line key (12).
 - On pilot or copilot ND (**L22FV**)/(**R22FV**), check that "TRU" label (13) is not displayed just below and on the left heading digital readout (2).
- (h) Perform an Inertial Reference System (IRS) 1 and 2 alignment (**L2FP**)/(**R2FP**) (Refer to **TASK 34-21-00-820-801**).
- (i) Disengage the following circuit breakers:
- "AHS 1 BAT" (**L11FP**),

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- "AHS 2 BAT" (**R11FP**).
- (j) In nose cone (**210A**), disconnect the electrical cable from IRS 1 and IRS 2 batteries (**L12FP**)/(**R12FP**).
- (k) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (l) On ramp test set (**ATC-601**):
 - Select the "HEADING & SPEED REPORT" test, using the the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the heading value displayed on pilot or copilot ND (**L22FV**)/(**R22FV**) is displayed next to "MAG HDG=".
- (m) With the following table, check whether the heading is displayed on ramp test set (**ATC-601**) for the various statuses of "AHS 1" (**L1FP**) and "AHS 2" (**R1FP**) circuit breakers:

CIRCUIT BREAKER PANEL (10PP)		RAMP TEST SET (ATC-601)	
AHS 1 (L1FP)	AHS 2 (R1FP)	ATC 1 TESTED (see note)	ATC 2 TESTED (see note)
Disengaged	Engaged	Heading not displayed	Heading displayed next to "MAG HDG="
Disengaged	Disengaged	Heading not displayed	Heading not displayed
Engaged (1)	Disengaged	Heading displayed next to "MAG HDG="	Heading not displayed
Engaged	Engaged (1)	Heading displayed next to "MAG HDG="	Heading displayed next to "MAG HDG="
NOTE: Refer to tested ATC 1 or ATC 2 column, respectively.			

NOTE: When "AHS 1" (**L1FP**) or "AHS 2" (**R1FP**) circuit breakers are re-engaged, set the mode selector switch of Mode Select Unit (MSU) 1 (**L3FP**) or MSU 2 (**R3FP**) to "ATT" position and wait for the new alignment of the IRSs.

- (n) On ramp test set (**ATC-601**), press the "RUN/STOP" key to stop the test.
- (o) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (13) Slowly return the digital air data bench to ambient atmospheric pressure (Refer to **TASK 34-10-00-860-801**, paragraph "Use of the Digital Air Data Bench").
- (14) GROUND/FLIGHT TEST (A/C WITH SB F900EX-270 or F900EX-239)
 - (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
 - (b) On ramp test set (**ATC-601**):
 - Select the "ATCRBS REPLY TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that "ATCRBS REPLY TEST - PASSED" is displayed at the top of the screen.
 - Press the "RUN/STOP" key to stop the test.
 - (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".

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- (d) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to [TASK 32-60-00-910-801](#), paragraph "Use"). Otherwise:
 - For A/C with SB F900EX-239 "Enhanced Surveillance", set the mode selector of MSU 1 and MSU 2 ([L3FP](#))/([R3FP](#)) to "OFF".
 - On RTU 1 ([L12RC](#)), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)) to "OFF" position.
 - De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
 - Remove the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Removal").
 - Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)), set "BRT OFF" knob (1) away from "OFF".
 - (e) On the "ATC 1" main page of RTU 1 ([L12RC](#)), press line key (4) to select "ON".
 - (f) On ramp test set ([ATC-601](#)):
 - Press the "RUN/STOP" key to start again the "ATCRBS REPLY TEST" test.
 - Check that "ATCRBS REPLY TEST - NO REPLY" screen is displayed at the top of the screen.
 - Press the "RUN/STOP" key to stop the test.
 - (g) On the "ATC 1" main page of RTU 1 ([L12RC](#)), press line key (4) to select "STBY".
- (15) Remove the cover from ATC 1 top antenna ([L9SH](#)).
- B. Test procedure for ATC 1 top antenna ([L9SH](#)):
- (1) Install the cover on ATC 1 bottom antenna ([L5SH](#)).
 - (2) Orientate the test set antenna towards ATC 1 top antenna ([L9SH](#)).
NOTE: The test set antenna can be placed with caution, on the LH wing outboard upper surface. Prevent any metal object from interfering between the ATC 1 top antenna ([L9SH](#)) and the test set antenna.
 - (3) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to [TASK 32-60-00-910-801](#), paragraph "Use"). Otherwise:
 - On RTU 1 ([L12RC](#)), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)) to "OFF".
 - De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
 - Install the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Removal").
 - Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 ([L12RC](#))/([R12RC](#)), set "BRT OFF" knob (1) away from "OFF".
 - (4) Repeat the test in the same way as for testing ATC 1 bottom antenna ([L9SH](#)), but only perform steps F through I.
NOTE: To evaluate the height between the top antenna and the test set antenna (ramp test set "HEIGHT" parameter), the operator can consider that the height of the top antenna with respect to the ground is 12 ft.

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- (5) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
 - (6) Remove the cover from ATC 1 bottom antenna (**L5SH**).
- C. Test procedure for ATC 2 bottom antenna (**R5SH**):
- (1) Install the cover on ATC 2 top antenna (**R9SH**).
 - (2) Orientate the test set antenna towards ATC 2 bottom antenna (**R5SH**).
NOTE: The test set antenna can be placed on the ground, under ATC 2 bottom antenna (**R5SH**). Prevent any metal object from interfering between the ATC 2 bottom antenna (**R5SH**) and the test set antenna.
 - (3) Repeat the test in the same way as for testing ATC 1 bottom antenna (**L5SH**), but only perform steps E through N as applicable:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".
 - (4) Remove the cover from ATC 2 top antenna (**R9SH**).
- D. Test procedure for ATC 2 top antenna (**R9SH**)
- (1) Install the cover on ATC 2 bottom antenna (**R5SH**).
 - (2) Orientate the test set antenna towards ATC 2 top antenna (**R9SH**).
NOTE: The test set antenna can be placed with caution on the RH wing outboard upper surface. Prevent any metal object from interfering between the ATC 2 top antenna (**R9SH**) and the test set antenna.
 - (3) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use"). Otherwise:
 - On RTU 2 (**R12RC**), wait for the RTU main page to be displayed, and set "BRT OFF" knob (1) of RTU 1 and RTU 2 (**L12RC**)/(**R12RC**) to "OFF".
 - De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
 - Install the in-flight simulating tools (Refer to **TASK 32-60-00-910-802**, paragraph "Removal").
 - Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
 - On RTU 1 and RTU 2 (**L12RC**)/(**R12RC**), set "BRT OFF" knob (1) away from "OFF".
 - (4) Repeat the test in the same way as for testing ATC 1 bottom antenna (**L5SH**), but only perform steps F through I:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".**NOTE:** To evaluate the height between the top antenna and the test set antenna (ramp test set "HEIGHT" parameter), the operator can consider that the height of the top antenna with respect to the ground is 12 ft.
 - (5) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
 - (6) Remove the cover from ATC 2 bottom antenna (**R5SH**).

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6. COMPLEMENTARY TESTS

Refer to **fig. 1**, **fig. 2** and **fig. 4**

NOTE: The following tests are described in this paragraph:

- IDENT - CODE test,
- FLIGHT ID test (A/C with SB F900EX-205), and
- SQUITTER test (A/C with SB F900EX-282).

These tests are not included in the scheduled maintenance, but they are used for checking various parameters according to the aircraft configuration.

A. Test procedure for ATC 1 transponder (**L3SH**):

- (1) Install the cover on ATC 1 top antenna (**L9SH**).
- (2) Orientate the test set antenna towards ATC 1 bottom antenna (**L5SH**).

NOTE: The test set antenna can be placed on the ground, under ATC 1 bottom antenna (**L5SH**). Prevent any metal object from interfering between the ATC 1 bottom antenna (**L5SH**) and the test set antenna.

- (3) On copilot Radio Tuning Unit (RTU 2) (**R12RC**), set "BRT OFF" knob (1) away from "OFF".
- (4) On pilot Radio Tuning Unit (RTU) 1 (**L12RC**):
 - (a) Set "BRT OFF" knob (1) away from "OFF".
 - (b) Press line key (2) as many times as necessary to display the "ATC" main page.
 - (c) Press line key (3) to select ATC 1 transponder.

NOTE 1: The active transponder is displayed in cyan block letters on the "ATC" main page.

NOTE 2: The "ATC 1" main page is not displayed permanently.

In the absence of any activity for more than 20 seconds (selection with a line key or action on the three concentric knobs), the RTU main page is displayed again. In this case, press line key (2) as many times as necessary to display the "ATC 1" main page.

- (d) Press line key (4) to select "STBY".
 - (e) Press line key (5) to select "ALT ON".
 - (f) Press line key (12) and turn two of the three concentric knobs (7) to set the code 7776.

NOTE: Another code may be provided by the local station. If so, use this code instead of code 7776.
- (5) On ramp test set (**ATC-601**):
 - (a) Press the "SETUP" key to display the "SETUP#1 MENU" page, and configure the following parameters:

NOTE 1: In order not to adversely affect the test, the data entered in this page has to be as precise as possible.

NOTE 2: Enter the data, using the "SELECT" keys (up/down), to change the parameters (the cursor line indicates the parameter selected), and the "SLEW" keys (up/down) to change the values. The "SLEW" keys have different rates of change according to the parameter and to the way the keys are pressed.

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- 1 RANGE (in feet): enter the distance between the antenna to be tested and the test set antenna.
 - 2 HEIGHT (in feet): enter the height between the antenna to be tested and the test set antenna.
 - 3 SELECTED: select the antenna to be tested (top or bottom antenna).
 - 4 GAIN (in dB): the relevant gain value to be entered is mentioned at the back of the test antenna.
 - GAIN 1030: enter the gain of the test antenna at 1030 MHz.
 - GAIN 1090: enter the gain of the test antenna at 1090 MHz.
 - 5 LOSS (in dB): enter the gain loss due to the length of the coaxial cable between ramp test set (**ATC-601**) and the test set antenna (the value of gain loss to be entered is mentioned on the coaxial cable).
- (6) If the GROUND/FLIGHT box is used, set the aircraft in FLIGHT configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (7) IDENT - CODE TEST
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
 - (b) On ramp test set (**ATC-601**):
 - Press the "AUTO TEST" key on ramp test set (**ATC-601**).
 - Select the "ATCRBS REPLY TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that the code 7776 (or the code given by the local station) is displayed next to "CODE=".
 - (c) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press "IDENT" button (8).
 - Check that the cyan "ID" mnemonic is displayed below "ATC 1" for 20 ± 5 seconds.
 - (d) On ramp test set (**ATC-601**), check that the "ID" is displayed next to "CODE=".
 - (e) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "STBY".
 - Press line key (5) to select "ALT OFF".
 - Check that "STBY" is displayed.
 - (f) On ramp test set (**ATC-601**), check that no code is displayed next to "CODE=".
 - (g) On the "ATC 1" main page of RTU 1 (**L12RC**):
 - Press line key (4) to select "ON".
 - Check that "STBY" is not displayed on the "ATC 1" main page.
 - (h) On ramp test set (**ATC-601**):
 - Check that code 7776 (or the code given by the local station) is displayed next to "CODE=".
 - Press the "RUN/STOP" key to stop the test.
 - (i) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (8) FLIGHT ID TEST (A/C with SB F900EX-205)

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- (a) On the "ATC 1" main page of RTU 1 (**L12RC**):
- 1 Press line key (4) to select "ON".
 - 2 Press line key (11) to select a preset Flight ID (10).
NOTE: Pressing line key (11) causes a window to frame the leftmost preset Flight ID (10).
 - 3 Enter the Flight ID characters, using two of three concentric knobs (7):
NOTE: The Flight ID characters must contain the first eight characters of the approved repair station performing the tests.
 - the inner knob changes the character inside the window,
 - the outer knob moves one character at a time from the leftmost character to the rightmost character.
 - 4 Press line key (11) to switch active Flight ID (9) and preset Flight ID (10).
 - 5 Press "IDENT" button (8).
 - 6 Check that the cyan "ID" mnemonic is displayed below "ATC 1" for 20 ± 5 seconds.
- (b) On ramp test set (**ATC-601**):
- Select the "FLIGHT ID TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that FLIGHT ID is displayed next to "FLIGHT ID=".
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (9) SQUITTER test (A/C with SB F900EX-282)
- (a) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "ON".
- (b) On ramp test set (**ATC-601**):
- Select the "SQUITTER TEST" test, using the "SELECT" key.
 - Press the "RUN/STOP" key to start the test.
 - Check that "DF17 DETECTED = NO" is displayed.
 - Press the "RUN/STOP" key to stop the test.
- (c) On the "ATC 1" main page of RTU 1 (**L12RC**), press line key (4) to select "STBY".
- (10) If the GROUND/FLIGHT box is used, set the aircraft in GROUND configuration (Refer to **TASK 32-60-00-910-801**, paragraph "Use").
- (11) Remove the cover from ATC 1 top antenna (**L9SH**).
- B. Test procedure for ATC 2 transponder (**R3SH**):
- (1) Install the cover on ATC 2 top antenna (**R9SH**).
 - (2) Orientate the test set antenna towards ATC 2 bottom antenna (**R5SH**).
- NOTE: The test set antenna can be placed on the ground, under ATC 2 bottom antenna (**R5SH**). Prevent any metal object from interfering between the ATC 2 bottom antenna (**R5SH**) and the test set antenna.

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- (3) Repeat the test in the same way as for testing ATC 1 transponder (**L3SH**), but only perform steps D through J:
 - Instead of "RTU 1", read "RTU 2".
 - Instead of "ATC 1", read "ATC 2".
- (4) Remove the cover from ATC 2 top antenna (**R9SH**) at the end of the test.

7. FINAL STEPS

- A. On ramp test set (**ATC-601**):
 - Press the "POWER" key to switch (**ATC-601**) off.
 - Disconnect the coaxial cable from the "ANTENNA" connector.
- B. Set "BRT OFF" knob (1) of RTU 1 and RTU 2 (**L12RC**)/(**R12RC**) to "OFF".
- C. For A/C with SB F900EX-239 "Enhanced Surveillance":
 - (1) In nose cone (**210A**), connect the electrical cable from IRS 1 and IRS 2 batteries (**L12FP**)/(**R12FP**).
 - (2) Engage the following circuit breakers:
 - "AHS 1 BAT" (**L11FP**),
 - "AHS 2 BAT" (**R11FP**).
 - (3) Perform a test of IRS 1 and IRS 2 batteries (**fig. 1**).
 - (a) IRS 1 battery (**L12FP**):
 - 1 On the overhead panel, press and hold "AHS 1" pushbutton (**L13FP**),
 - 2 On LH voltmeter (**L1PJ**), check that the battery voltage is ≥ 24 VDC,
 - 3 Release "AHS 1" pushbutton (**L13FP**).
 - (b) IRS 2 battery (**R12FP**):
 - 1 On the overhead panel, press and hold "AHS 2" pushbutton (**R13FP**),
 - 2 On RH voltmeter (**R1PJ**), check that the battery voltage is ≥ 24 VDC,
 - 3 Release "AHS 2" pushbutton (**R13FP**).
- D. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- E. Disconnect the digital air data bench (Refer to **TASK 34-10-00-860-801**, paragraph "Disconnection").
- F. Remove the in-flight simulating tools (Refer to **TASK 32-60-00-910-802**, paragraph "Removal").
- G. If the GROUND/FLIGHT box was used, disconnect it (Refer to **TASK 32-60-00-910-801**, paragraph "Removal").
- H. Disconnect the Electrical Ground Power Unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

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CAUTION: WHEN CLOSING THE NOSE CONE, IT MUST BE SLOWED DOWN BEFORE IT REACHES THE BOTTOM STOP.

- I. For A/C with SB F900EX-239 "Enhanced Surveillance", close nose cone (**210A**).

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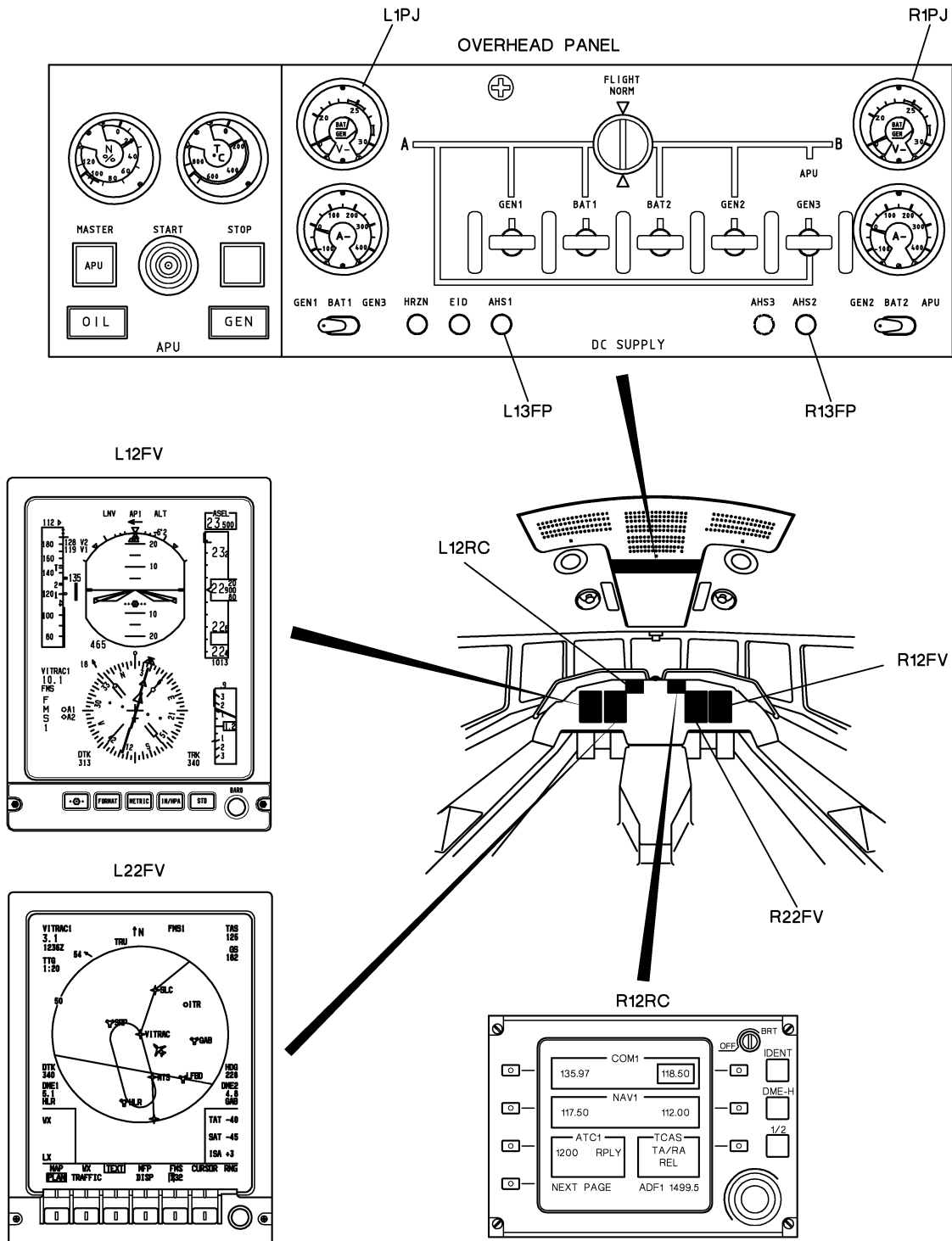


Figure 1: LOCATION OF COCKPIT CONTROLS

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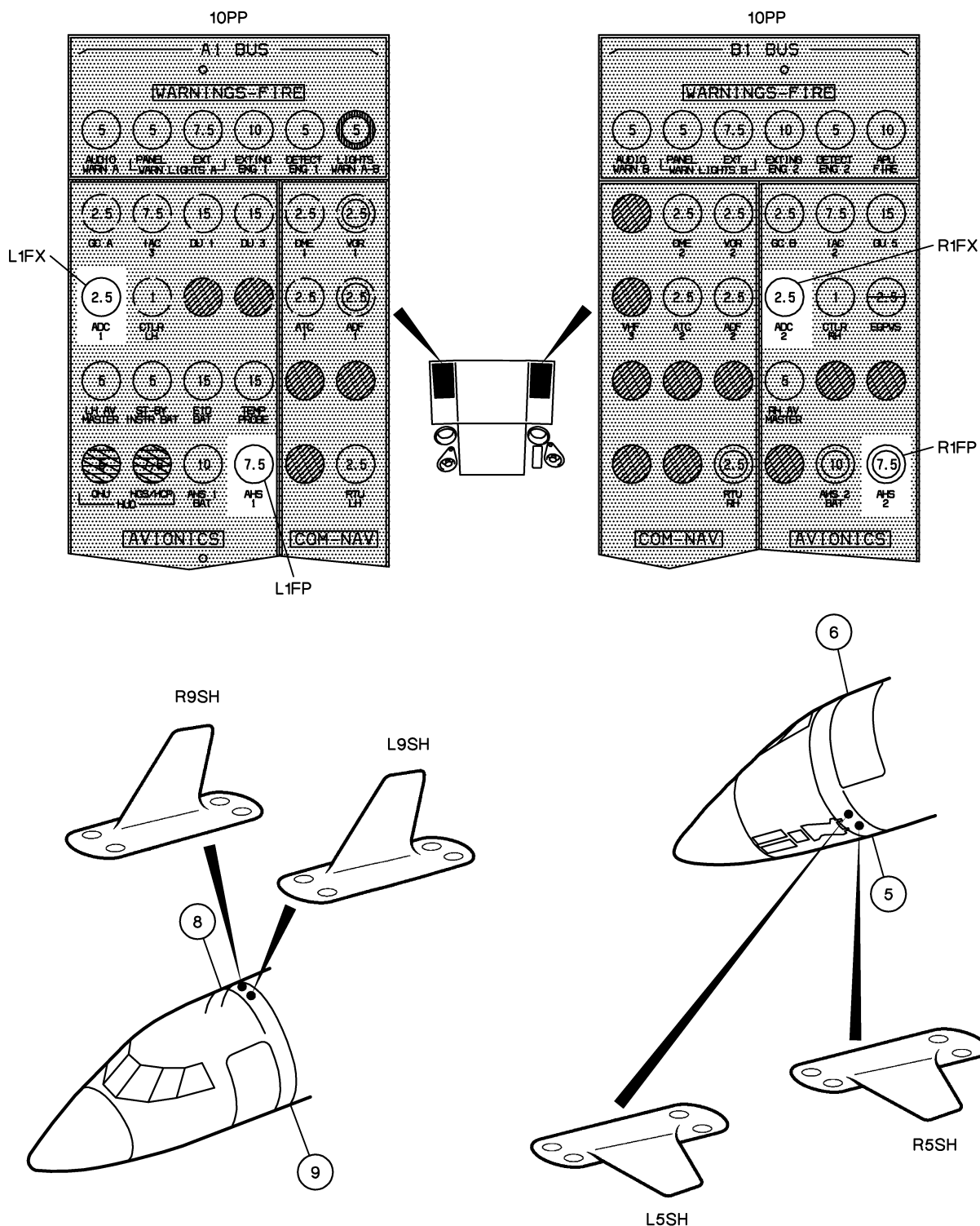


Figure 2: LOCATION OF CIRCUIT BEAKERS AND ATC ANTENNAS

Effectivity: USING ATC-601 TEST SET

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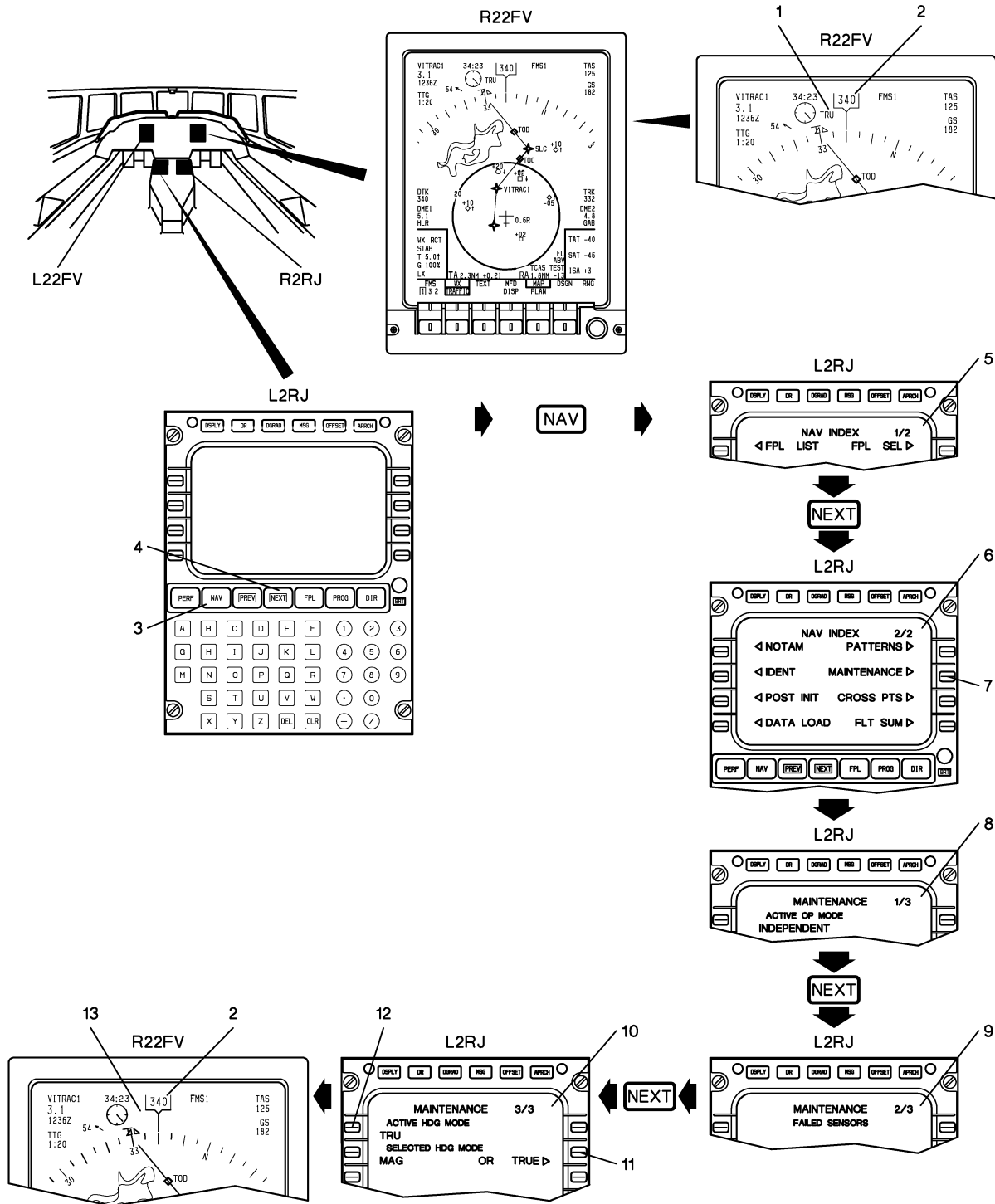


Figure 3: SELECT MAGNETIC HEADING

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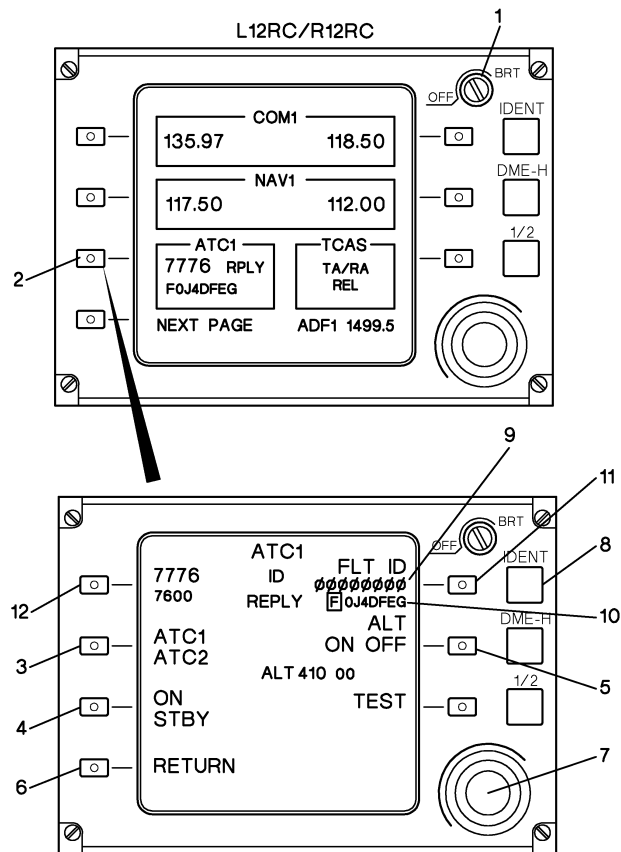


Figure 4: ATC WINDOW ON RTU

Project No: **BDHRN002**Job Card No **0169**

Notif.No.: 10048878

Activity: **1000**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: OPC Emergency Locator System

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25

Check Type: 1A CHECK

Work Center	
MTX AVIO DEPT	

Zone: 200,300**Access Required for this task:**

MSD,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069256 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	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: 25-61-00-710-801

Operator Code: 25-61-00-710-801-01

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.: **25.070**
Serial No.: **096** Model: **FALCON 900EX** **PKG # 2 2A INSPECTION**
Reg No.: **D-AHRN** Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	25-NOV-2012	4410:47					

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

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

25-61-01-900-802-01 ☐ EMERGENCY LOCATOR TRANSMITTER BEACON AMM 25-61-01-900-802,AMM 25-61-01-900-803

REASON REMOVED: (CHECK ONE)	<input type="checkbox"/> TIME EXPIRED	<input type="checkbox"/> FAILURE	<input type="checkbox"/> WORN	<input type="checkbox"/> LOANER	<input type="checkbox"/> SCHEDULING CONV
	<input type="checkbox"/> MOD/UPGRADE	<input type="checkbox"/> SERVICE	<input type="checkbox"/> ENGINE CHANGE	<input type="checkbox"/> TIRE CHANGE	<input type="checkbox"/> SWAP/TRBLE SHOOT <input type="checkbox"/> DAMAGED <input type="checkbox"/> UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	ELT97A25600000	S/N	3873	LABOR-HRS	
INSTALLED P/N		S/N		PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS
	HRS		HRS		HRS
	LDGS		LDGS	WARRANTY TIME REMAINING	LDGS
				TECH:	INSP:

REMARKS : _____

DISCARD ELT BATTERY PACK AT EXPIRATION DATE WRITTEN ON UNIT OR AFTER 48 HOURS OF CONTINUOUS OPERATION OR AFTER A FEW HOURS OF INTERMITTENT OPERATION

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

>25-61-00-710-801-01 OPERATIONAL TEST EMERGENCY LOCATOR TRANSMITTER BEACON

REMARKS : _____

AMM 25-61-00-710-801

#25-61-13-960-801-01 DISCARD EMERGENCY LOCATOR TRANSMITTER BEACON BATTERY PACK

SCRAP

RECORD DATE OF EXPIRATION ____/____/____

AMM 25-61-13-960-801

REMARKS : _____

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TASK 25-61-01-900-803

REMOVAL / INSTALLATION OF THE ELT AND REPLACEMENT OF THE ELT BATTERY PACKS (ELT 90 / 91 OR ELT 96 / 97)

1. OVERVIEW OF THE JOB

Operation code: 25-61-01-900-803-01

This procedure describes the replacement of the batteries of the Emergency Locator Transmitter ELT 96/97 or ELT 90/91 (**32RC**). This procedure includes the removal/installation of the ELT (**32RC**), which is necessary for replacing the batteries.

The ELT (**32RC**) has two battery packs: the transmitter battery pack and the crash sensor battery pack. The two battery packs must be changed at the same time.

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**
- **25-61-00-710-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OPERATIONAL TEST OF THE EMERGENCY LOCATOR SYSTEM

B. Tools and Ground Support Equipment

Reference

- **F7XC202000008**

Designation

TOOL BOX

Quantity

C. Spare Parts

Reference

- **ELT90A2560102001**

Designation

SET OF BATTERIES FOR EMERGENCY
LOCATOR TRANSMITTER

Quantity

See NOTE

D. Additional Spare Parts

Reference

- **E94**
- **ELT90A2560009100**
- **ELT90A2560010001**

Designation

PLASTIC CLAMP
UPPER SEAL
LOWER SEAL

Quantity

E. Energy

- ELECTRICAL

F. Access

Reference

- **MSD**
- **PAX**

Designation

SERVICING COMPARTMENT DOOR
PASSENGER DOOR

NOTE: The set of batteries for the Emergency Locator Transmitter (ELT) (P/N: (**ELT90A2560102001**)) comprises:

- the transmitter battery pack,
- the crash sensor battery pack,

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- the "VALIDITY" labels.

3. PRELIMINARY STEPS

Refer to **fig. 1**

CAUTION: IF THE EMERGENCY LOCATOR TRANSMITTER (ELT) IS ACTIVATED ACCIDENTALLY:

- SWITCH OFF THE ELT BY SETTING THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH TO "OFF", AND
- WARN THE SEARCH AND RESCUE SERVICES OR THE NEAREST GROUND CONTROL AUTHORITIES IMMEDIATELY.

- A. If it is necessary to energize the aircraft for other tasks, disengage the "VOICE RECORDER" circuit breaker (**1RK**) on the RH circuit breaker panel (**10PP**) in the cockpit.

4. REMOVAL OF EMERGENCY LOCATOR TRANSMITTER

Refer to **fig. 2**

- A. In the mechanic's servicing compartment (**MSD**):

- (1) On ELT (**32RC**):
 - (a) Set the "MAN RESET/OFF/AUTO" selector switch (3) to "OFF".
 - (b) Unlock and disconnect the connector of the antenna coaxial cable (6) from the "ANT" connector (1).
 - (c) Disconnect the cable of the ELT control unit (**33RC**) from ELT (**32RC**) as follows:
 - unlock the connector (9) by sliding the slide-lock (5),
 - then pull out the connector (9) from the ELT connector (4).
 - (d) Release the dual-lock strip fastener(s) (8), while holding ELT (**32RC**) and the flexible antenna (7) in place.
 - (e) Remove ELT (**32RC**), complete with the flexible antenna (7).

5. REPLACEMENT OF BATTERIES

Refer to **fig. 3** and **fig. 4**

NOTE: The following operations must be performed on a worktable, in a clean and dust-free room.

- A. Removal of the upper housing (4)

(**fig. 3**)

- (1) Remove the six attachment screws (2),(8) and washers (3),(7) from the upper housing (4).
- (2) Remove the flexible antenna (1).
- (3) Remove the upper housing (4).
- (4) Remove the upper seal (5).

- B. Replacement of the crash sensor battery pack (11)

(**fig. 3**)

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- (1) Disconnect the terminal strip (9).
- (2) Cut the plastic clamp (10).
- (3) Remove the crash sensor battery pack (11) from the G-switch unit (12).
WARNING: THE OLD BATTERY PACK MUST NOT BE DISPOSED OF IN A FIRE.
- (4) Discard the old crash sensor battery pack (11), as per the regulations relating to lithium batteries.
- (5) Remove the G-switch unit (12) as follows:
CAUTION: LIFT THE G-SWITCH UNIT (12) VERY CAREFULLY TO PREVENT DAMAGE TO THE TERMINAL STRIP (17).
 - (a) Lift the G-switch unit (12) from the lower housing assembly (16).
 - (b) Disconnect the terminal strip (17).
 - (c) Remove the G-switch unit (12).
- (6) Install a new crash sensor battery pack (11) on the G-switch unit (12).
- (7) Secure the crash sensor battery pack (11) with a new plastic clamp (10) (**E94**).
- (8) Make sure that the wiring insulating sleeves and the connectors (G-switch battery connector and internal ELT connector), are in good condition:
 - no foreign matter in the connectors,
 - no cracks on the wiring insulating sleeves,
 - no pins bent,
 - no corrosion on the connectors.
- (9) Connect the terminal strip (9).

C. Replacement of the transmitter battery pack (14)

(fig. 3)

- (1) Remove the lower seal (13).
CAUTION: THE NEW TRANSMITTER BATTERY PACK MUST BE INSTALLED WITHIN 30 MINUTES TO PREVENT THE LOSS OF THE ELT CODES.
- (2) Disconnect the press-stud type connector (15) from the transmitter battery pack (14).
CAUTION: LIFT THE TRANSMITTER BATTERY PACK (14) VERY CAREFULLY TO PREVENT DAMAGE TO THE PRESS-STUD TYPE CONNECTOR (15).
- (3) Lift the transmitter battery pack (14) and remove it from its housing.
WARNING: THE OLD BATTERY PACK MUST NOT BE DISPOSED OF IN A FIRE.
- (4) Discard the old transmitter battery pack (14), as per the regulations relating to lithium batteries.
- (5) Install the new transmitter battery pack (14) in the lower housing (16) of ELT (**32RC**).
- (6) Make sure that the wiring insulating sleeves and the connectors (transmitter battery connector and internal ELT connector), are in good condition:
 - no foreign matter in the connectors,
 - no cracks on the wiring insulating sleeves,
 - no pins bent,

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- no corrosion on the connectors.
- (7) Connect the press-stud type connector (15) to the new transmitter battery pack (14).
- (8) Install the lower seal (13).
- NOTE: If necessary, replace the lower seal (13) with a new seal ([ELT90A2560010001](#)).
- (9) Connect the terminal strip (17) to the G-switch unit (12).
- CAUTION: BE CAREFUL NOT TO DISTORT THE LOWER SEAL (13) WHEN INSTALLING THE G-SWITCH UNIT (12).
- (10) Install the G-switch unit (12) on the lower housing (16).
- D. Installation of the upper housing (4)
- (fig. 3)**
- (1) Install the upper seal (5) correctly.
- NOTE: If necessary, replace the upper seal (5) with a new seal ([ELT90A2560009100](#)).
- CAUTION: BE CAREFUL NOT TO DISTORT THE UPPER SEAL (5) WHEN INSTALLING THE UPPER HOUSING (4).
- (2) Install the upper housing (4).
- (3) Secure the lug (6) of the flexible antenna (1) in position with a screw (8) and a washer (7). Do not tighten.
- (4) Secure the upper housing (4) with the six attachment screws (2),(8) and six washers (3),(7). Torque the screws to 0.12 m.daN (10.6 in.lbf).
- E. Replacement of battery validity labels
- (fig. 4)**
- NOTE: Two labels have to be stuck on the Emergency Locator Transmitter ([32RC](#)). The validity of the batteries must be written on each one. These labels are made of polyester and fitted with a protective cover.
- CAUTION: THE BATTERY VALIDITY LABELS MUST BE REPLACED ONLY IF THE CRASH SENSOR BATTERY PACK AND THE TRANSMITTER BATTERY PACK HAVE BOTH BEEN REPLACED.
- (1) Note down the ELT registration written under "Immat./Registration" (1) on the validity label present on ELT ([32RC](#)).
- NOTE: The ELT registration is in the form "CCC-RRRRRRR", where CCC is the country code, and RRRRRRR is the aircraft registration.
- (2) Remove the old validity labels from ELT ([32RC](#)).
- (3) Determine the battery validity date to be written on ELT ([32RC](#)) as follows:
- NOTE: Do not use the date code written on the battery pack P/N label (batch / year).
- The expiration date of the batteries is calculated by adding 5 years to the manufacturing date of the batteries.

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- The ELT validity labels are to be marked with the worst validity date between the crash sensor battery pack and the transmitter battery pack. Normally, both battery packs have the same expiration date.

NOTE:

- The manufacturing date of the crash sensor battery pack is written on its identification label, with the following code: Year (2 digits) / Month (2 digits).
- The manufacturing date of the transmitter battery pack is directly written on each cell, with the following code: F Year (2 digits) Day (3 digits).

Example for one ELT:

- Crash sensor batteries marked with "08/04": they were manufactured in April 2008. This battery pack is valid until April 2013.
- Transmitter batteries marked with "F 06 332": they were manufactured on the 332th day of 2006 (November 2006). The battery pack is valid until November 2011.
- This ELT battery set is valid until November 2011.

(4) Write the applicable indications on the new labels as follows:

- (a) Clean the surface of the label on which the protective cover is to be placed.
- (b) Write the correct data on the labels:
 - Under the "Cells replace./Rempl. piles" indication (2),(4) on both labels, write the expiration date of the batteries (cells) as follows: "MM/YYYY", where MM is the month and YYYY is the year. Example: for September 2013: write 09/2013.
 - Under the "Immat./Registration" indication (1) on one label, write the ELT registration noted down from the removed validity label.
 - Under the "Contrôle" indication (3) on the second label, write the inspector's stamp.

(c) Place the protective cover on the label.

(5) Stick the new labels on ELT (**32RC**).

6. TESTS OF EMERGENCY LOCATOR TRANSMITTER

Refer to **fig. 2**

A. ELT self-test (ELT 96/97)

NOTE: This test is only applicable to ELT 96 and ELT 97.

CAUTION: IT IS PROHIBITED TO TRANSMIT AN EMERGENCY SIGNAL ON THE 406-MHZ FREQUENCY WHEN TESTING AN EMERGENCY LOCATOR TRANSMITTER. SO, TO PREVENT THE TRANSMISSION OF AN EMERGENCY SIGNAL WHEN THE FLEXIBLE ANTENNA (7) IS CONNECTED TO ELT (**32RC**):

- MAKE SURE THAT THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH (3) ON ELT (**32RC**) IS NOT SET TO "MAN RESET",
- MAKE SURE NOT TO SHAKE THE ELT WHILE THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH (3) ON ELT (**32RC**) IS SET TO "AUTO".

(1) Perform the power-on self-test as follows:

- (a) Connect the flexible antenna (7) to the "ANT" connector (1) on ELT (**32RC**).
- (b) Set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (**32RC**) to "AUTO".

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- (c) If the LED (2) on ELT (32RC) illuminates for approximately 2 seconds and then extinguishes, ELT (32RC) operates correctly. Set the "MAN RESET/OFF/AUTO" selector switch (3) to "OFF".
- (2) If the LED (2) on ELT (32RC) does not illuminate, or flashes for approximately 10 seconds after the 2 seconds illumination, the self-test is failed. In this case, perform the following steps:
 - (a) Repeat twice the power-on self-test (refer to paragraph A above).
 - (b) If the last self-test still fails, set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (32RC) to "OFF", and check the battery pack voltage as follows:
 - 1 Disconnect the flexible antenna (7) from the "ANT" connector (1).
 - 2 Open ELT (32RC).
 - 3 Check the voltage of the transmitter battery pack: the voltage of the transmitter battery pack must not be less than 14 V. If the voltage of the transmitter battery pack is less than 14 V, replace the two battery packs.
 - 4 Check the voltage of the crash sensor battery pack: the voltage of the crash sensor battery pack must not be less than 7 V. If the voltage of the crash sensor battery pack is less than 7 V, replace the two battery packs.
 - 5 If the battery packs have to be replaced, reassemble the parts of ELT, and then repeat the power-on self-test (refer to paragraph A above).
 - 6 If the voltage of each battery pack is correct, reassemble the parts of ELT, and return ELT (32RC) to an approved repair agent.
- (3) Disconnect the flexible antenna (7) from the "ANT" connector (1) on ELT (32RC).

B. Test of ELT manual activation (ELT 90/91)

NOTE 1: This test is only applicable to ELT 90 and ELT 91.

NOTE 2: For this test, the flexible antenna (7) must not be connected to ELT (32RC).

CAUTION: AFTER BEING SET TO "MAN RESET", THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH (3) MUST BE SET BACK TO "OFF" WITHIN 10 SECONDS. THE ACTIVATION OF ELT (32RC) REDUCES THE ELT BATTERY OPERATING LIFE.

- (1) Set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (32RC) to "MAN".
- (2) Check that the LED (2) on ELT (32RC) illuminates.
- (3) Set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (32RC) to "OFF".

C. Test of ELT acceleration contact (ELT 96/97 or ELT 90/91)

NOTE: This test is applicable to ELT 96/97 and ELT 90/91.

CAUTION: ELT (32RC) MUST BE SWITCHED OFF WITHIN 10 SECONDS AFTER THE ILLUMINATION OF THE LED (2) ON ELT (32RC). THE ACTIVATION OF ELT (32RC) REDUCES THE ELT BATTERY OPERATING LIFE.

CAUTION: IT IS PROHIBITED TO TRANSMIT AN EMERGENCY SIGNAL ON THE 406-MHZ FREQUENCY WHEN TESTING AN EMERGENCY LOCATOR TRANSMITTER.

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SO, TO PREVENT THE TRANSMISSION OF AN EMERGENCY SIGNAL WHEN TESTING THE ACCELERATION CONTACT, MAKE SURE THAT THE FLEXIBLE ANTENNA (7) IS NOT CONNECTED TO ELT (**32RC**).

- (1) Set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (**32RC**) to "AUTO".
- (2) Shake ELT (**32RC**) to give it a longitudinal acceleration.
- (3) Check that the LED (2) on ELT (**32RC**) illuminates, then:
 - set the "MAN RESET/OFF/AUTO" selector switch (3) to "MAN RESET",
 - then set the "MAN RESET/OFF/AUTO" selector switch (3) to "OFF".
- (4) If the LED (2) does not illuminate, perform the following steps:
 - (a) Set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (**32RC**) to "OFF".
 - (b) Open ELT (**32RC**).
 - (c) Check the voltage of the crash sensor battery pack: the voltage of the crash sensor battery pack must not be less than 7 V.
 - (d) If the voltage of the crash sensor battery pack is less than 7 V:
 - 1 Replace the two battery packs (refer to paragraph "5.").
 - 2 Reassemble the parts of ELT (**32RC**).
 - 3 Repeat the tests of ELT (**32RC**) (refer to paragraph "6.").
 - (e) If the voltage of each battery pack is correct, reassemble the parts of ELT (**32RC**) and return ELT (**32RC**) to an approved repair agent.

7. INSTALLATION OF ELT

Refer to **fig. 2**

CAUTION: THE ELT (**32RC**) MUST BE INSTALLED WITH ITS FRONT PANEL FACING FORWARD. THE ARROW MARKING ON THE COVER OF ELT (**32RC**) MUST POINT IN THE AIRCRAFT FORWARD DIRECTION. IF THE ELT INSTALLATION POSITION IS NOT CORRECT, THE ELT CANNOT BE ACTIVATED AUTOMATICALLY IN THE EVENT OF A CRASH.

A. In the mechanic's servicing compartment (**MSD**):

- (1) Install ELT (**32RC**) in its cradle. The arrow marking on the cover of ELT (**32RC**) must be visible and point in the aircraft forward direction.
- (2) Secure ELT (**32RC**) and the flexible antenna (7) by means of the dual-lock strip fastener(s) (8).
- (3) Make sure that the wiring insulating sleeves and the connectors, on ELT (**32RC**) side and on aircraft side, are in good condition:
 - no foreign matter in the connectors,
 - no cracks on the wiring insulating sleeves,
 - no pins bent,
 - no corrosion on the connectors.
- (4) On ELT (**32RC**):
 - (a) Connect the cable of the ELT control unit (**33RC**) to the ELT as follows:

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- push the connector (9) into the ELT connector (4),
- then lock the connector (9) by sliding the slide-lock (5).

- (b) Connect the antenna coaxial cable (6) to the "ANT" connector (1) on ELT (**32RC**), and lock it.
- (c) Make sure that the wiring insulating sleeves do not rub against the aircraft structure.
- (d) Set the "MAN RESET/OFF/AUTO" selector switch (3) to "AUTO".

8. FINAL STEPS

Refer to **fig. 1**

- A. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- B. As applicable, engage the "VOICE RECORDER" circuit breaker (**1RK**) on the RH circuit breaker panel (**10PP**) in the cockpit.
- C. Perform a test of ELT (**32RC**) as follows:
 - For ELT 96/97: (Refer to **TASK 25-61-00-710-801**), paragraph "Tests of Three-Frequency ELT 96/97 (32RC)", steps pertaining to the "Self-test of ELT 96/97 (32RC)".
 - For ELT 90/91: (Refer to **TASK 25-61-00-710-801**), paragraph "Tests of Two-Frequency Emergency Locator Transmitter (ELT) 90/91 (32RC)", steps pertaining to the "Self-test of ELT 90/91 (32RC)".
- D. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

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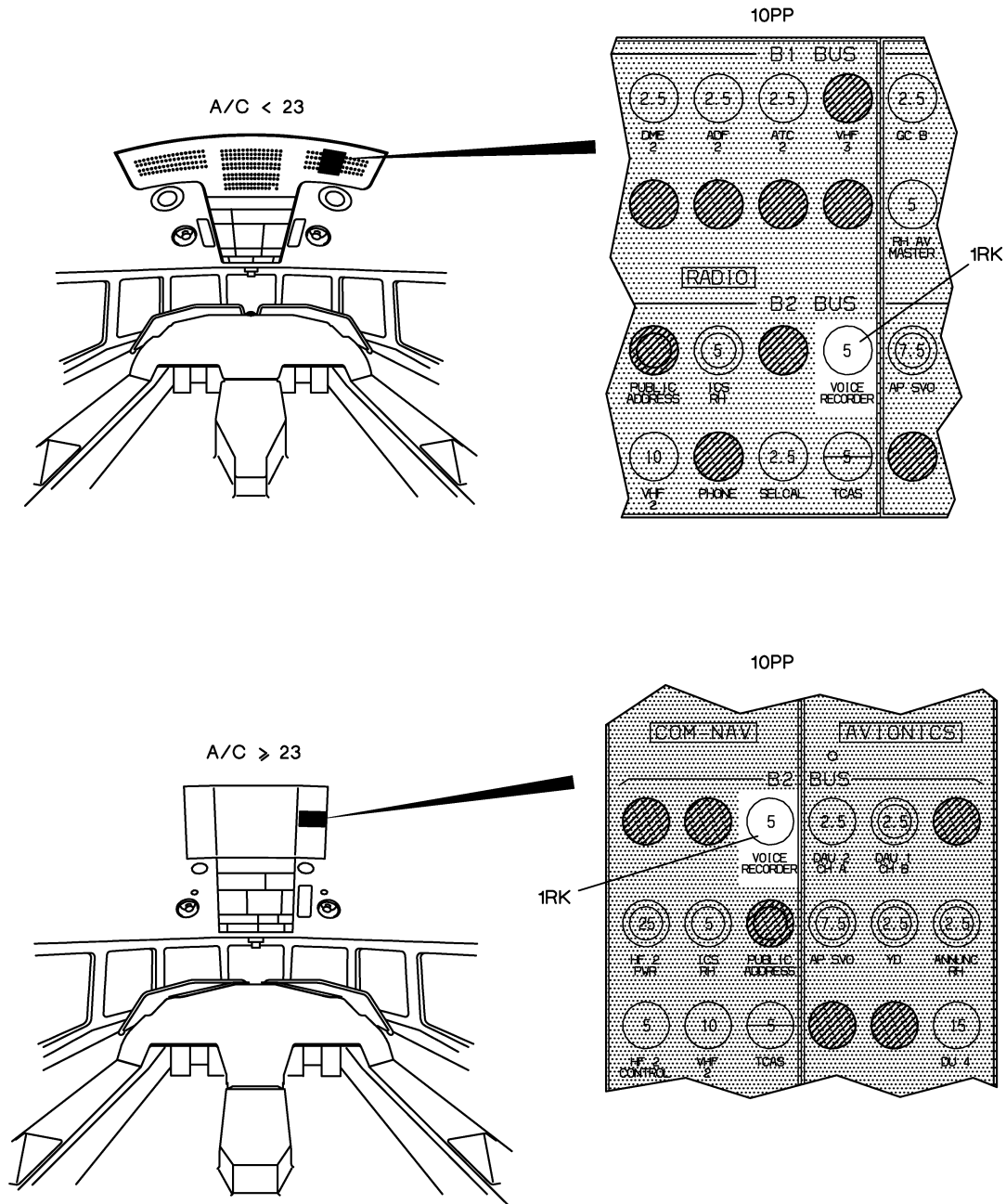


Figure 1: Location of "VOICE RECORDER" Circuit Breaker

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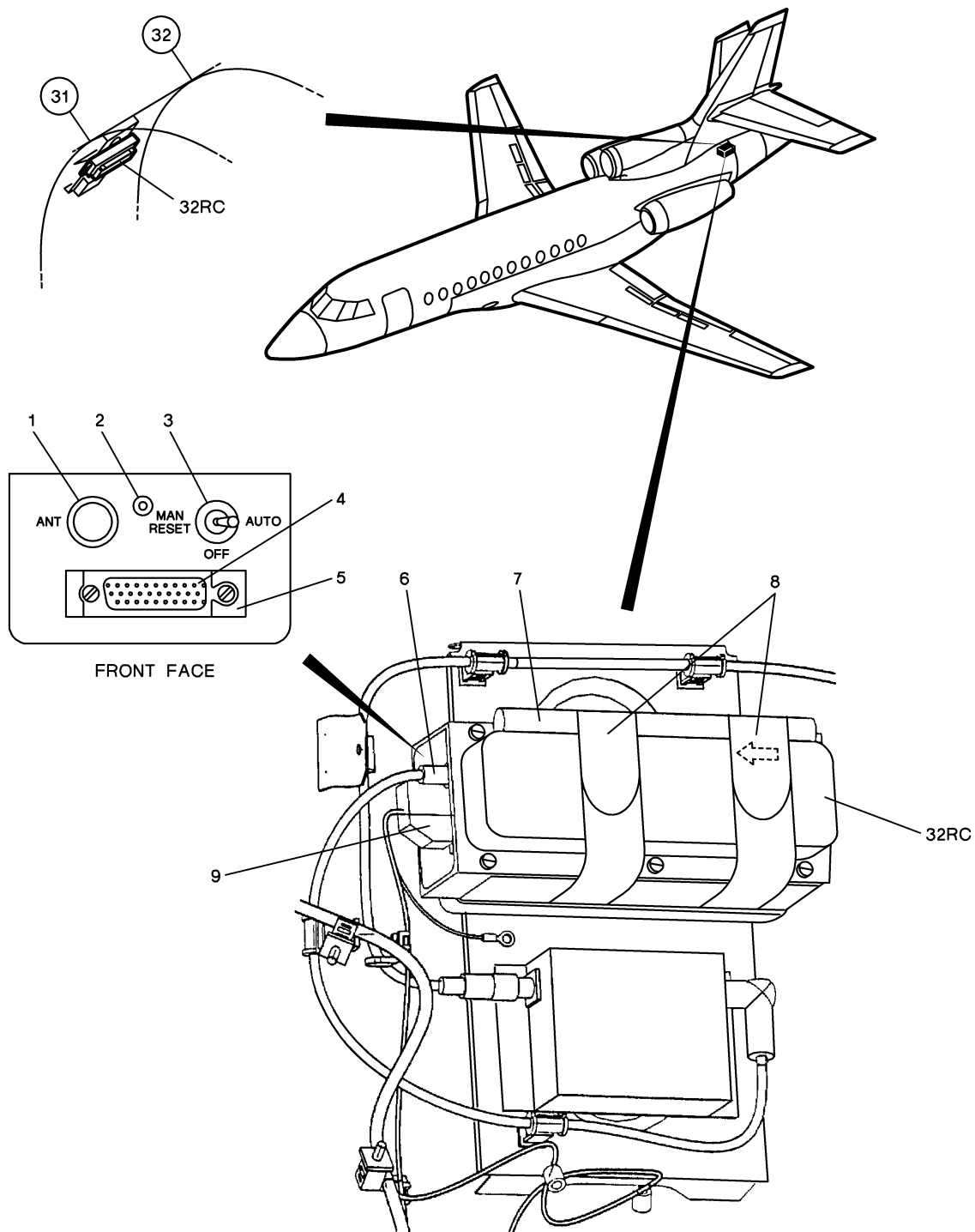


Figure 2: Location of ELT

Effectivity: A/C WITH ELT 90/91 OR ELT 96/97

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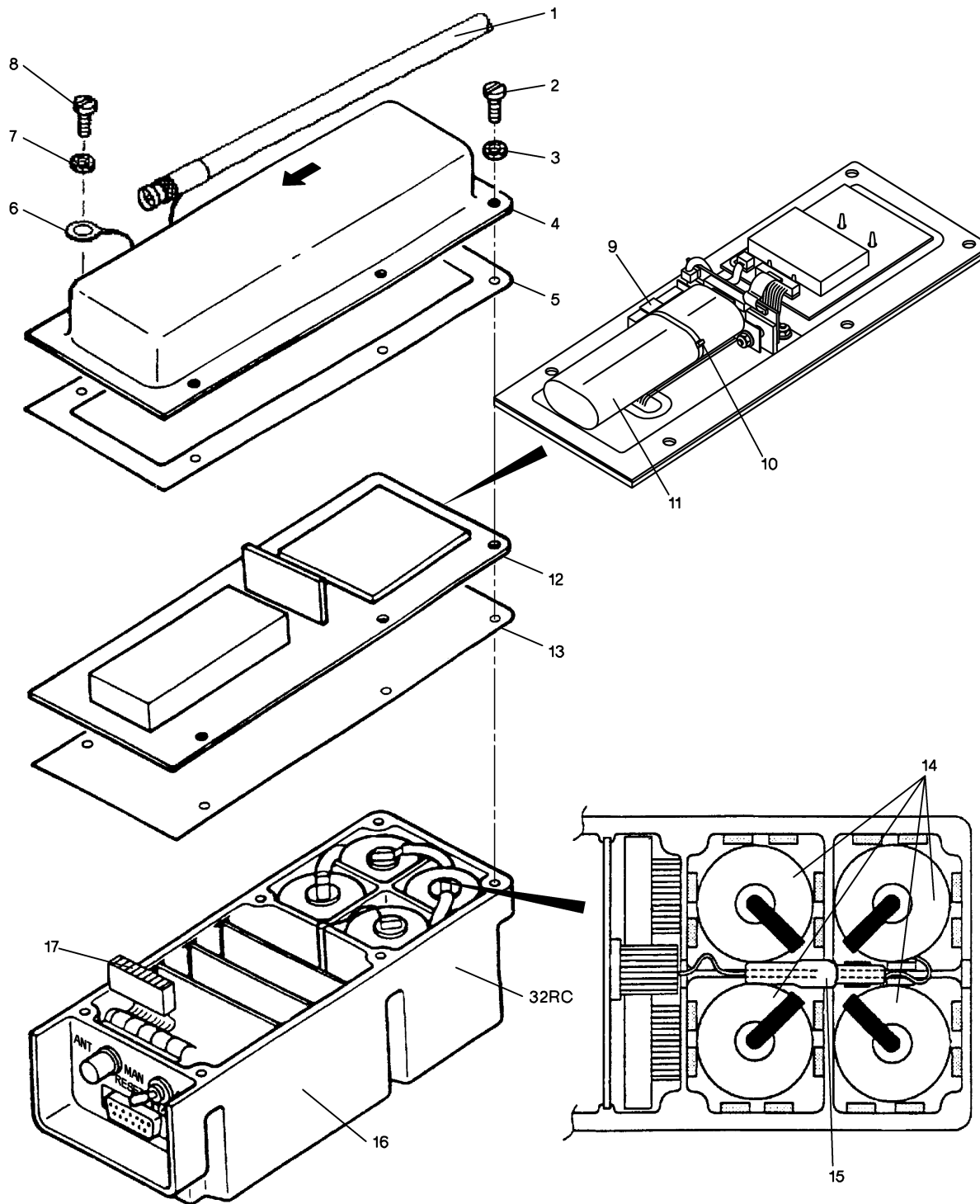


Figure 3: Replacement of Battery Packs of ELT

Effectivity: A/C WITH ELT 90/91 OR ELT 96/97

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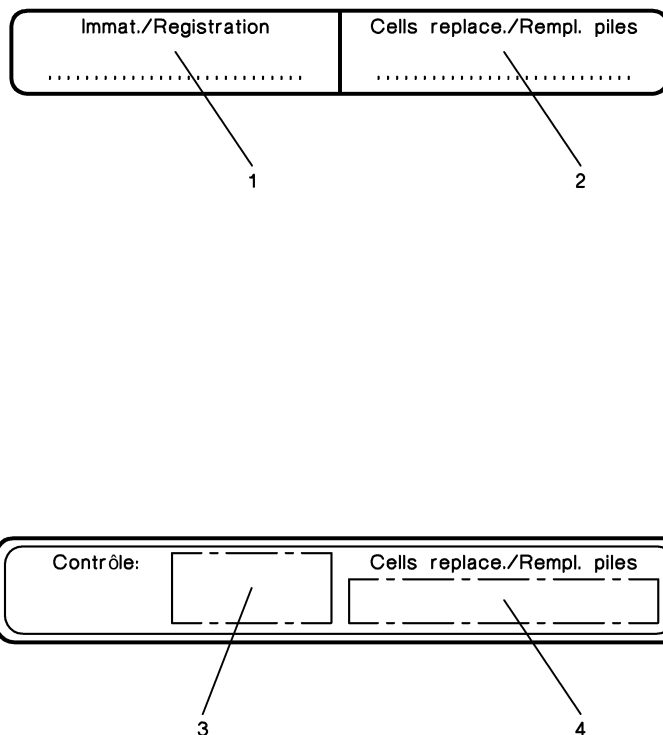


Figure 4: Validity Labels

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TASK 25-61-01-900-802 **REMOVAL / INSTALLATION OF THE EMERGENCY LOCATOR TRANSMITTER (ELT) ADT 406**

CAUTION: THE CRASH MODULE (1) MUST BE POSITIONED IN LINE WITH THE DIRECTION OF FLIGHT: THE "DIRECTION OF FLIGHT" INDICATED BY THE AIRCRAFT SYMBOL ON THE CRASH MODULE (1) MUST COINCIDE WITH THAT INDICATED BY THE AIRCRAFT SYMBOL ON THE LABEL (2). IF YOU REPLACE THE ELT (**32RC**), MAKE SURE THAT THE POSITION OF THE CRASH MODULE (1) OF THE NEW ELT IS CORRECT.

1. OVERVIEW OF THE JOB

Operation code: 25-61-01-900-802-01 ELT (**32RC**)

2. LOGISTICS

A. References

Reference	Designation
• 25-61-00-710-801	OPERATIONAL TEST OF THE EMERGENCY LOCATOR SYSTEM

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. Energy

- ELECTRICAL

D. Access

Reference	Designation
• PAX	PASSENGER DOOR
• MSD	SERVICING COMPARTMENT DOOR

3. PRELIMINARY STEPS

Refer to **fig. 1**

CAUTION: IF THE EMERGENCY LOCATOR TRANSMITTER (ELT) IS ACTIVATED ACCIDENTALLY:

- SWITCH OFF THE ELT BY PULLING AND SETTING THE "ARMED/OFF/ON" SELECTOR SWITCH (10) TO "OFF", AND
- WARN THE SEARCH AND RESCUE SERVICES OR THE NEAREST GROUND CONTROL AUTHORITIES IMMEDIATELY.

A. Disengage the "VOICE RECORDER" circuit breaker (**1RK**) on the RH circuit breaker panel (**10PP**).

B. Gain access to the mechanic's servicing compartment through door (**MSD**).

4. REMOVAL OF EMERGENCY LOCATOR TRANSMITTER (ELT) (**32RC**)

Refer to **fig. 2**

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A. In the mechanic's servicing compartment (**MSD**):

(1) On ELT (**32RC**):

- (a) Pull and set the "ARMED/OFF/ON" selector switch (10) to "OFF".
- (b) Disconnect the connector (4) of ELT antenna (**34RC**) from the "EXT. ANT." connector (13).
- (c) Disconnect the connector (5) of ELT control unit (**33RC**) from the "REMOTE CONTROL" connector (12).

CAUTION: THE CRASH MODULE (1) IS ATTACHED TO THE STRUCTURE BY A METAL CORD.
IF THE CORD IS NOT RELEASED, THE CRASH MODULE (1) CAN BE DAMAGED
WHEN THE ELT IS REMOVED.

- (2) Remove the screw (8) attaching the metal cord to the structure.
- (3) Remove the three attachment screws (6) from the base plate supporting ELT (**32RC**).
- (4) Remove the base plate / ELT (**32RC**) assembly.

B. Remove the four nuts (7) attaching ELT (**32RC**) to the base plate.

NOTE: Two nuts (7) on connectors side and two nuts (7) at the opposite end of ELT (**32RC**).

C. If necessary, unscrew the ELT back-up antenna (3).

NOTE: Remove the ELT back-up antenna (3) if ELT (**32RC**) is to be sent to an approved repair agent.

5. **INSTALLATION OF EMERGENCY LOCATOR TRANSMITTER (**32RC**)**

Refer to **fig. 2**

CAUTION: THE CRASH MODULE (1) MUST BE POSITIONED IN LINE WITH THE DIRECTION OF FLIGHT:
THE "DIRECTION OF FLIGHT" INDICATED BY THE AIRCRAFT SYMBOL ON THE CRASH
MODULE (1) MUST COINCIDE WITH THAT INDICATED BY THE AIRCRAFT SYMBOL ON THE
LABEL (2). IF YOU REPLACE THE ELT (**32RC**), MAKE SURE THAT THE POSITION OF THE
CRASH MODULE (1) OF THE NEW ELT IS CORRECT.

A. Check that the correct aircraft registration is written on the label stuck on the crash module (1).

- If it is not the correct registration, replace the crash module (1) with another one bearing the correct identification.

NOTE: The crash module (1) must correspond to the aircraft because it contains the aircraft identification code. The aircraft identification code is transmitted through the emergency signal.

B. Make sure that the contact surfaces are clean and free of corrosion.

C. On ELT (**32RC**), make sure that the connectors are in good condition:

- no foreign matter in the connectors,
- no pins bent,
- no corrosion on the connectors.

D. If the ELT back-up antenna (3) has been removed, perform the following steps:

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- (1) Make sure that the back-up antenna connector is in good condition:
 - no foreign matter in the antenna connector,
 - pin not bent,
 - no corrosion on the connector.
- (2) Screw the back-up antenna (3) on the "BACK UP ANT." connector (9).
- E. Position ELT (**32RC**) on the base plate (observing the original assembly) and secure it with the four attachment nuts (7).

NOTE: Two nuts (7) on connectors side and two nuts (7) at the opposite end of ELT (**32RC**).
- F. Install the ELT (**32RC**) / base plate assembly in the mechanic's servicing compartment (**MSD**).
- G. Check that the crash module (1) is positioned correctly, relative to the direction shown by the aircraft symbol on the label (2) stuck on the structure.
- H. If the crash module (1) is not positioned correctly, perform the following steps:
 - (1) Remove ELT (**32RC**) from the aircraft.
 - (2) Send ELT (**32RC**) to a repair shop to have the crash module (1) installed in the correct direction, complying with the aircraft configuration.
- I. Install the three attachment screws (6).
- J. Install the screw (8) attaching the metal cord of the crash module (1) to the structure.
- K. Connect the electrical connectors as follows:
 - (1) Make sure that the wiring insulating sleeves and the aircraft connectors are in good condition:
 - no foreign matter in the connectors,
 - no cracks on the wiring insulating sleeves,
 - no pins bent,
 - no corrosion on the connectors.
 - (2) Connect the connector (5) of ELT control unit (**33RC**) to the "REMOTE CONTROL" connector (12).
 - (3) Connect the connector (4) of ELT antenna (**34RC**) to the "EXT. ANT." connector (13).
 - (4) Make sure that the wiring insulating sleeves do not rub against the aircraft structure.
- L. Pull and set the "ARMED/OFF/ON" selector (10) switch to "ARMED".

6. **FINAL STEPS**

Refer to **fig. 1**

CAUTION: THE SELF-TEST OF ELT (**32RC**) MUST BE RUN DURING THE FIRST FIVE MINUTES OF AN HOUR (FOR EXAMPLE, BETWEEN 11.00 AND 11.05).

- A. Engage the "VOICE RECORDER" circuit breaker (**1RK**) on the RH circuit breaker panel (**10PP**).



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- B. Perform a test of ELT (**32RC**) (Refer to **TASK 25-61-00-710-801**, paragraph "Test of ELT ADT 406 (32RC) (A/C with SB F900EX-184)/ Self-test of ELT ADT 406 Connected to the Aircraft").

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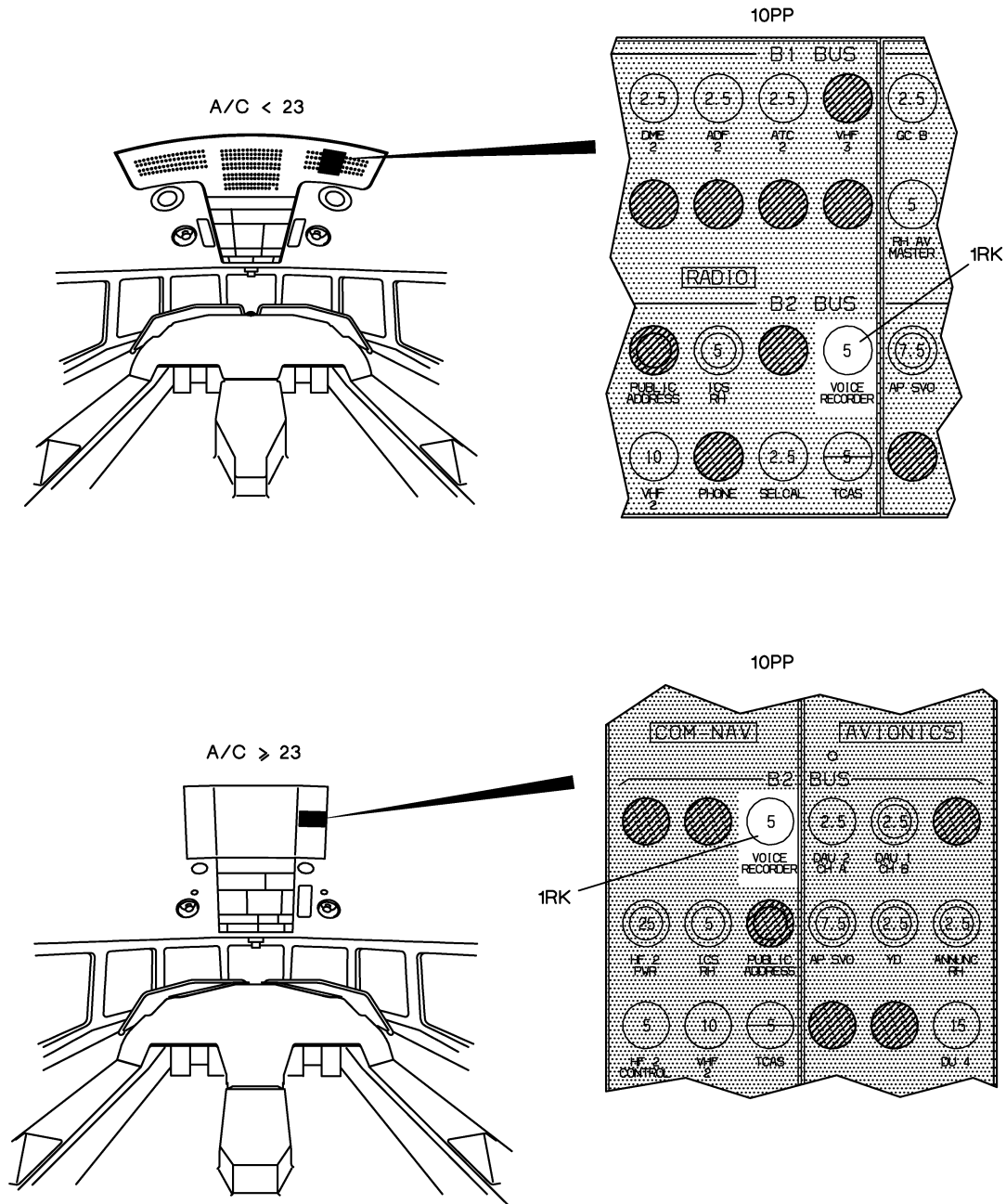


Figure 1: Location of Cockpit Controls

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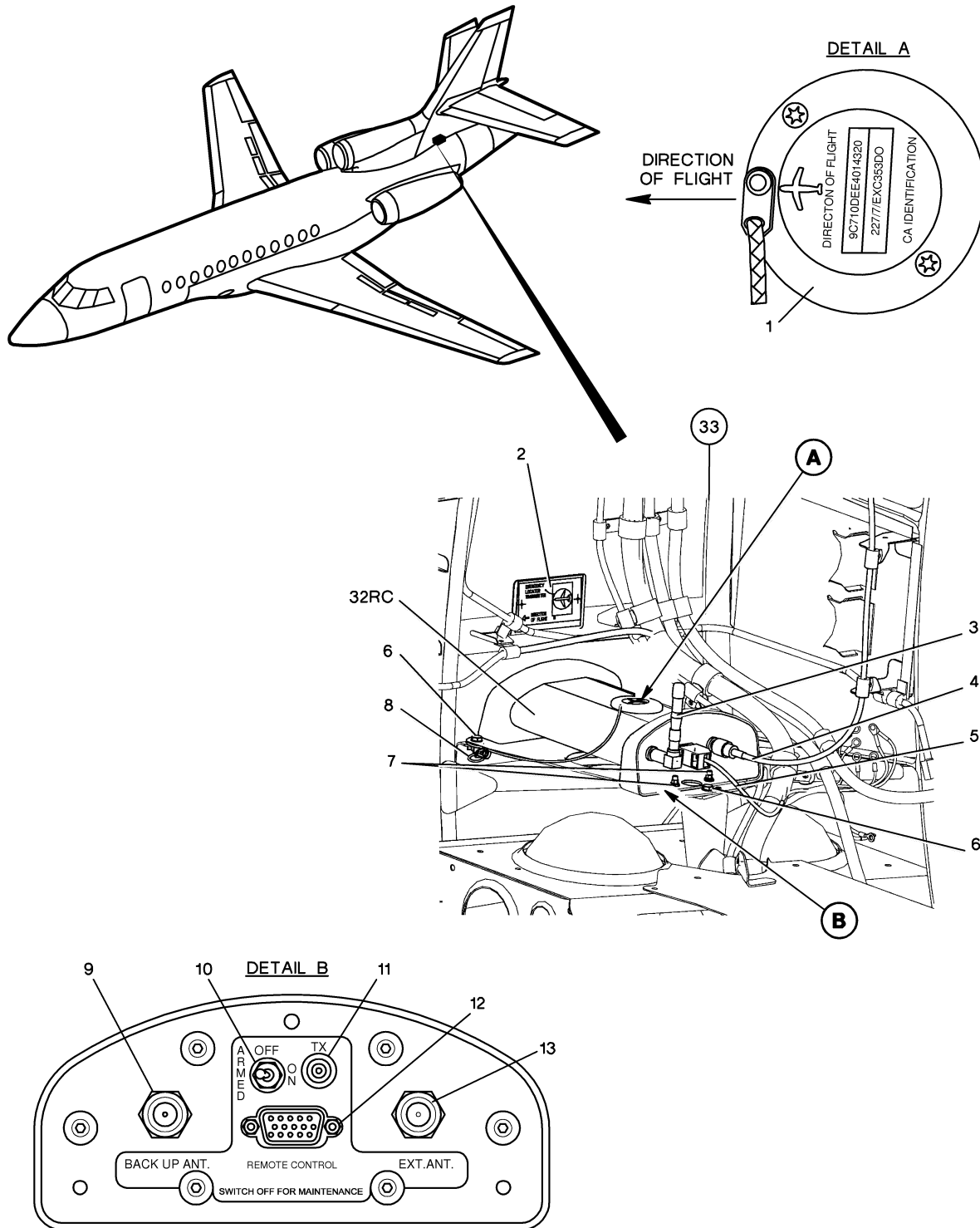


Figure 2: Removal/installation of Emergency Locator Transmitter ADT 406

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TASK 25-61-00-710-801 OPERATIONAL TEST OF THE EMERGENCY LOCATOR SYSTEM

1. OVERVIEW OF THE JOB

Operation code: 25-61-00-710-801-01 ELT (**32RC**)

NOTE: The 50-ohm dummy load must be capable to support a minimum power of 10 W. A 50-ohm coaxial cable with correct terminations (local procurement) may be necessary to connect the dummy load to BNC antenna connector of the emergency locator transmitter ELT (**32RC**).

2. LOGISTICS

A. References

Reference	Designation
• 24-00-00-860-801	ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
• 25-61-01-900-802	REMOVAL / INSTALLATION OF THE EMERGENCY LOCATOR TRANSMITTER (ELT) ADT 406
• 25-61-01-900-803	REMOVAL / INSTALLATION OF THE ELT AND REPLACEMENT OF THE ELT BATTERY PACKS (ELT 90 / 91 OR ELT 96 / 97)
• 34-21-00-820-801	IRS ALIGNMENT (A/C with M3691 (ELT ADT 406 with NAV interface))

B. Energy

- ELECTRICAL

C. Access

Reference	Designation
• MSD	SERVICING COMPARTMENT DOOR
• PAX	PASSENGER DOOR

D. Miscellaneous

- HEADSET (LOCAL PROCUREMENT)
- 50-OHM RF DUMMY LOAD (LOCAL PROCUREMENT) (QTY : SEE NOTE)

3. PRELIMINARY STEPS

CAUTION: WARN THE NEAREST GROUND CONTROL AUTHORITIES PRIOR TO ANY OPERATIONAL TEST OF THE EMERGENCY LOCATOR TRANSMITTER (ELT)

- Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- (A/C with M3691 (ELT ADT 406 with NAV interface)) Make sure that the IRSs are aligned and aircraft position is initialized (Refer to **TASK 34-21-00-820-801**).

4. TESTS OF TWO-FREQUENCY EMERGENCY LOCATOR TRANSMITTER (ELT) 90/91 (**32RC**) (A/C WITH M 1876 OR M 2557 OR M 2618)

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

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CAUTION: DURING THE TEST, THE ELT TRANSMITS ON THE 121.5 MHZ FREQUENCY. CONSEQUENTLY, THE TEST MUST BE PERFORMED DURING THE FIRST FIVE MINUTES OF AN HOUR, AND THE NEAREST GROUND CONTROL AUTHORITIES MUST BE INFORMED PRIOR TO STARTING THE TEST OR ACCORDING TO YOUR COUNTRY REGULATIONS.

A. Test of ELT 90/91 Acceleration Contact

- (1) In the cockpit, on the RH circuit breaker panel (**10PP**), disengage the "VOICE RECORDER" circuit breaker (**1RK**).
- (2) In the mechanic's servicing compartment:
 - (a) Remove ELT (**32RC**) ((Refer to **TASK 25-61-01-900-803**), paragraph "Removal of Emergency Locator Transmitter (ELT) (32RC)").

CAUTION: THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH (6) MUST BE SET BACK TO "MAN RESET", THEN TO "OFF", WITHIN 10 SECONDS AFTER THE TEST.
 - (b) Set the "MAN RESET/OFF/AUTO" selector switch (6-fig. 3) on ELT (**32RC**) to "AUTO".
 - (c) Shake ELT (**32RC**) to give it a longitudinal acceleration.
 - (d) Check that the LED (7-fig. 3) on ELT (**32RC**) illuminates.
 - (e) Set the "MAN RESET/OFF/AUTO" selector switch (6-fig. 3) on ELT (**32RC**) to "MAN RESET", then to "OFF".

B. Visual Inspection of ELT (**32RC**) 90/91

- (1) Perform a visual inspection of ELT (**32RC**) as follows:
 - inspect all parts for abrasion, cracks and scratches,
 - inspect all sealing surfaces for indentations,
 - inspect the screw threads for damage,
 - inspect the condition of the electrical connector contacts.
- (2) Install ELT (**32RC**) ((Refer to **TASK 25-61-01-900-803**), paragraph "Installation of ELT (32RC)").
- (3) In the cockpit, on the RH circuit breaker panel (**10PP**), engage the "VOICE RECORDER" circuit breaker (**1RK**).

C. Self-test of ELT 90/91 (**32RC**)

- (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- (2) In the mechanic's servicing compartment, make sure that the "MAN RESET/OFF/AUTO" selector switch (6-fig. 3) on ELT (**32RC**) is set to "AUTO".
- (3) In the cockpit:
 - (a) Make sure that the "MAN/AUTO" selector switch (**549RB**) on ELT control panel (**33RC**) is set to "AUTO".
 - (b) Connect the copilot headset to the copilot headset audio jack (**R5RL**).

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- (c) Enable VHF 2 reception by pressing and holding the "VHF2" pushbutton (1-fig. 2) on the copilot Intercom Control System (ICS) (**R2RL**).
- (d) On the copilot Radio Tuning Unit (RTU) (**R12RC**):
 - Turn the "BRT" knob (2-fig. 2) away from "OFF".
 - Select a frequency of 121.5 MHz on "COM1" channel by pressing and holding the key (3-fig. 2) and rotating the knob (4-fig. 2).
- (e) Adjust the sound level by rotating the "VOL" knob (5-fig. 2) on copilot ICS (**R2RL**).
 - 1 Check that no characteristic audio signal is heard in the copilot headset.
 - 2 Check that the red "XMIT ALERT" light (**551RB**) on ELT control panel (**33RC**) is extinguished.

CAUTION: AFTER BEING SET TO "MAN", THE "MAN/AUTO" SELECTOR SWITCH MUST BE SET BACK TO "AUTO" WITHIN 10 SECONDS.
- (f) Set the "MAN/AUTO" selector switch (**549RB**) on ELT control panel (**33RC**) to "MAN".
 - 1 Check that a characteristic audio signal is heard in the copilot headset.
 - 2 Check that the red "XMIT ALERT" light (**551RB**) on ELT control panel (**33RC**) illuminates.
- (g) Set the "MAN/AUTO" selector switch (**549RB**) on ELT control panel (**33RC**) to "AUTO".
 - 1 Check that the characteristic audio signal is no longer heard in the copilot headset.
 - 2 Check that the red "XMIT ALERT" light (**551RB**) on ELT control panel (**33RC**) is no longer illuminated.
- (h) Disconnect the copilot headset from the copilot headset audio jack (**R5RL**).
- (i) Disable VHF 2 reception by pressing and holding the "VHF2" pushbutton (1-fig. 2) on copilot ICS (**R2RL**).
- (j) Switch off copilot RTU (**R12RC**) by turning the "BRT" knob (2-fig. 2) to "OFF".
- (4) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").

5. TESTS OF THREE-FREQUENCY ELT 96/97 (**32RC**) (A/C WITH M 2934 OR M 2935 OR SB 90)

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

A. Test of ELT 96/97 Acceleration Contact

- (1) In the cockpit, on the RH circuit breaker panel (**10PP**), disengage the "VOICE RECORDER" circuit breaker (**1RK**) (**fig. 1**).
- (2) In the mechanic's servicing compartment, remove ELT (**32RC**) ((Refer to **TASK 25-61-01-900-803**), paragraph "Removal of Emergency Locator Transmitter (ELT) (32RC)").
- (3) On ELT (**32RC**), connect a 50-ohm dummy load to the ELT antenna connector ("ANT") (**fig. 3**, detail A); if necessary, use a 50-ohm coaxial cable.
- (4) Set the "MAN RESET/OFF/AUTO" selector switch (6-fig. 4) on ELT (**32RC**) to "AUTO" (**fig. 3**, detail A).

CAUTION: THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH (6-FIG. 4) MUST BE SET BACK TO "MAN RESET", THEN TO "OFF", WITHIN 10 SECONDS AFTER THE START OF

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ELT ACTIVATION. THIS IS TO PREVENT THE ELT BATTERIES FROM DISCHARGING.

- (5) Shake ELT (**32RC**) to give it a longitudinal acceleration.
- (6) Check that the LED (7-fig. 4) on ELT (**32RC**) illuminates (**fig. 3**, detail A).
- (7) Set the "MAN RESET/OFF/AUTO" selector switch (6-fig. 4) on ELT (**32RC**) to "MAN RESET", then to "OFF".
- (8) Disconnect the dummy load (and the coaxial cable, if installed) from the ELT antenna connector ("ANT").

B. Visual Inspection on ELT 96/97

- (1) Perform a visual inspection on ELT (**32RC**) as follows:
 - inspect all parts for abrasion, cracks and scratches,
 - inspect all sealing surfaces for indentations,
 - inspect the screw threads for damage,
 - inspect the condition of the electrical connector contacts.
- (2) Install ELT (**32RC**) ((Refer to **TASK 25-61-01-900-803**), paragraph "Installation of ELT (32RC)").
- (3) In the cockpit, on the RH circuit breaker panel (**10PP**), engage the "VOICE RECORDER" circuit breaker (**1RK**).

C. Self-test of ELT 96/97 (**32RC**)

- (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- (2) In the mechanic's servicing compartment, make sure that the "MAN RESET/OFF/AUTO" selector switch (6-fig. 4) on ELT (**32RC**) is set to "AUTO".
- (3) In the cockpit:
 - (a) Make sure that the "MAN/AUTO" selector switch (**549RB**) on ELT control panel (**33RC**) is set to "AUTO".
 - (b) Press and release the "AUTO TEST/RESET" pushbutton (**550RB**) on ELT control panel (**33RC**).
 - (c) Check that the red "XMIT ALERT" light (**551RB**) on ELT control panel (**33RC**) illuminates for approximately 2 seconds and then extinguishes.
 NOTE 1: Simultaneously, an audio signal (from buzzer (**552RB**) located inside ELT control panel (**33RC**)) can be heard for the same time.
 NOTE 2: In some cases, the red "XMIT ALERT" light may be illuminated briefly once, 10 s (or 15 s) approximately after extinguishing, without meaning bad condition of the ELT.
 - (d) If the red "XMIT ALERT" indicator light (**551RB**) flashes for approximately 10 seconds after the 2 seconds illumination, or does not illuminate at all, the self-test has failed.

The causes of the test failure can be the following:

- 1 Excessive passivation of the batteries:
 - run three consecutive self-test sequences: make sure that the third self-test is passed.
 - if the self-test is still failed, replace the batteries (Refer to **TASK 25-61-01-900-803**).

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- 2 Low battery voltage:
 - if the transmitter battery pack voltage is less than 14 V, replace the transmitter battery pack and the crash sensor battery pack (Refer to [TASK 25-61-01-900-803](#)).
 - if the crash sensor battery pack voltage is less than 7 V, replace the crash sensor battery pack and the transmitter battery pack (Refer to [TASK 25-61-01-900-803](#)).
- 3 Incorrect operation of ELT:
 - return ELT ([32RC](#)) to an approved repair agent.
- 4 If ELT operation is correct, contact the manufacturer or perform a troubleshooting of the installation: especially, check the Standing Wave Ratio (SWR) on the coaxial cable connected to the antenna (a too high SWR generates excessive reflected power).

NOTE: The ELT self-test checks the SWR at a frequency of 406 MHz. The SWR measured at frequencies of 243 MHz and 406 MHz should be less than or equal to 3, and the SWR measured at a frequency of 121.5 MHz should be less than or equal to 3.5.

- (4) De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").

6. TESTS OF ELT ADT 406 ([32RC](#)) (A/C WITH SB 184)

Refer to [fig. 1](#), [fig. 2](#) and [fig. 4](#)

CAUTION: DURING THE TEST, THE ELT TRANSMITS ON THE 121.5 MHZ FREQUENCY. CONSEQUENTLY, THE TEST MUST BE PERFORMED DURING THE FIRST FIVE MINUTES OF AN HOUR, AND THE NEAREST GROUND CONTROL AUTHORITIES MUST BE INFORMED PRIOR TO STARTING THE TEST OR ACCORDING TO YOUR COUNTRY REGULATIONS.

A. Self-test of ELT ADT 406 ([32RC](#)), not connected to the Aircraft

- (1) In the cockpit, on the RH circuit breaker panel ([10PP](#)), disengage the "VOICE RECORDER" circuit breaker ([1RK](#)).
- (2) In the mechanic's servicing compartment:
 - (a) Remove ELT ([32RC](#)) ((Refer to [TASK 25-61-01-900-802](#)), paragraph "Removal of Emergency Locator Transmitter (ELT) ([32RC](#))") without removing the crash module (8-fig. 4) from the ELT.

CAUTION: THE "ARMED/OFF/ON" SELECTOR SWITCH ON ELT ([32RC](#)) MUST BE SET TO "OFF" OR TO "ARMED" WITHIN 30 SECONDS AFTER THE TEST REPORT IN ORDER NOT TO TRANSMIT AN ACTUAL EMERGENCY SIGNAL. THE SELF-TEST MUST NOT BE STOPPED BEFORE THE END OF THE REPORT. IF THE SELF-TEST IS INTERRUPTED BEFORE THE END OF THE REPORT, THE RED "TX" LIGHT ON ELT ([32RC](#)) WILL BE ACTIVATED AND A WARNING TONE (FROM ELT ([32RC](#))) WILL BE HEARD ON CONNECTION OF THE ELT ([32RC](#)) TO THE AIRCRAFT.

- (b) Set the "ARMED/OFF/ON" selector switch (6-fig. 4) on ELT ([32RC](#)) to "ON".
- (c) Three seconds after the red "TX" light (7-fig. 4) has flashed twice (and the two warning tones have been simultaneously heard), check that:

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- 1 The red "TX" light (7-fig. 4) illuminates steady and the warning tone can be heard for approximately 6 seconds,
- 2 The red "TX" light (7-fig. 4) then flashes at 1 Hz (0.5 s on, 0.5 s off) for 10 seconds: that is symptomatic of an external antenna connection failure, because no antenna is connected to ELT (**32RC**).

NOTE: The test is passed if the red "TX" light (7-fig. 4) illuminates steady for 10 seconds. If the red "TX" light (7-fig. 4) flashes for 10 seconds, the test is failed.

The flashing frequency indicates the cause of the failure:

- 4 Hz (0.125 s on, 0.125 s off): failure of the ELT controller (software); return ELT (**32RC**) to an approved repair agent.
- 2 Hz (0.25 s on, 0.25 s off): failure of the ELT power supply (UHF and/or VHF); return ELT (**32RC**) to an approved repair agent.
- 1 Hz (0.5 s on, 0.5 s off): failure of the external antenna connection or loss of the aircraft identification code. In this case, proceed as follows:
 - to check the aircraft identification code, return ELT (**32RC**) to an approved repair agent.
 - if ELT (**32RC**) operation is correct, the external antenna connection can be failed. Contact the manufacturer or perform a troubleshooting of the installation: especially, check the Standing Wave Ratio (SWR) on the coaxial cable connected to the antenna (a too high SWR generates excessive reflected power).

NOTE: The ELT self-test checks the SWR at a frequency of 406 MHz. The SWR measured at frequencies of 243 MHz and 406 MHz should be less than or equal to 3, and the SWR measured at a frequency of 121.5 MHz should be less than or equal to 3.5.

- (d) Set the "ARMED/OFF/ON" selector switch (6-fig. 4) on ELT (**32RC**) to "OFF".

B. Test of ELT ADT 406 Crash Module

CAUTION: THE "ARMED/OFF/ON" SELECTOR SWITCH (6-FIG. 4) ON ELT (**32RC**) MUST BE SET BACK TO "OFF" WITHIN 30 SECONDS AFTER THE START OF ELT ACTIVATION.

- (1) Set the "ARMED/OFF/ON" selector switch (6-fig. 4) on ELT (**32RC**) to "ARMED".
- (2) Shake ELT (**32RC**) to give it an acceleration in the direction shown by the "DIRECTION OF FLIGHT" indication (DETAIL A).
 - (a) Check that the red "TX" light (7-fig. 4) flashes at 0.5 Hz (1.75 s on, 0.25 s off) and that a warning tone (from ELT (**32RC**)) can be heard.
- (3) Set the "ARMED/OFF/ON" selector switch (6-fig. 4) on ELT (**32RC**) to "OFF" within 30 seconds.

C. Visual Inspection of ELT ADT 406 (**32RC**)

- (1) Perform a visual inspection of ELT (**32RC**) as follows:
 - inspect all parts for abrasion, cracks and scratches,
 - inspect all sealing surfaces for indentations,
 - inspect the screw threads for damage,
 - inspect the condition of the electrical connector contacts.

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- (2) Install ELT (**32RC**) ((Refer to **TASK 25-61-01-900-802**), paragraph "Installation of ELT (32RC)").
- (3) In the cockpit, on the RH circuit breaker panel (**10PP**), engage the "VOICE RECORDER" circuit breaker (**1RK**).

D. Self-test of ELT ADT 406, connected to the Aircraft

Refer to **fig. 5**

- (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- (2) In the mechanic's servicing compartment, make sure that the "ARMED/OFF/ON" selector switch (6-fig. 4) on ELT (**32RC**) is set to "ARMED".
- (3) Launch the ELT self test from the ELT control unit (**33RC**) as follow:

- (a) Set the "MAN/AUTO" selector switch (**549RB**) on ELT control panel (**33RC**) to "AUTO".
- (b) Press and hold the "AUTO TEST/RESET" pushbutton (**550RB**) on ELT control panel (**33RC**) until the red "XMIT ALERT" light (**551RB**) on ELT control panel (**33RC**) flashes twice.

NOTE: Simultaneously, an audio signal (from buzzer (**552RB**) located inside ELT control panel (**33RC**) can be heard twice.

- (4) Wait approximately 6 s (9 s if NAV interface unit is installed) while ELT self test is in progress.

NOTE: The red "XMIT ALERT" light (**551RB**) extinguishes and the buzzer stops while the self test is in progress.

- (5) Check the ELT self test report displayed during 10 s:
 - (a) The red "XMIT ALERT" light (**551RB**) illuminates steady for 10 s. This indicates that the test is passed.
 - (b) If the red "XMIT ALERT" light (**551RB**) flashes for 10 s, the test is failed.

NOTE: The flashing frequency indicates the cause of the failure:

- 4 Hz (0.125 s on, 0.125 s off): failure of the ELT controller (software),
- 2 Hz (0.25 s on, 0.25 s off): failure of the ELT power supply (UHF and/or VHF),
- 1 Hz (0.5 s on, 0.5 s off): failure of the external antenna connection or loss of the aircraft identification code.
 - to check the aircraft identification code, return ELT (**32RC**) to an approved repair agent.
 - if ELT (**32RC**) operation is correct, the external antenna connection can be failed. Contact the manufacturer or perform a troubleshooting of the installation: especially, check the Standing Wave Ratio (SWR) on the coaxial cable connected to the antenna (a too high SWR generates excessive reflected power).

NOTE: The ELT self-test checks the SWR at a frequency of 406 MHz. The SWR measured at frequencies of 243 MHz and 406 MHz should be less than or equal to 3, and the SWR measured at a frequency of 121.5 MHz should be less than or equal to 3.5.

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(6) (A/C with M3691 (ELT ADT 406 with NAV interface)) Check the self-test report of the NAV interface unit displayed during 10 s:

- (a) The red "XMIT ALERT" light (**551RB**) remains extinguished. This indicates that the NAV interface unit self-test is passed.
- (b) If the red "XMIT ALERT" light (**551RB**) flashes during the additional 10 s, the NAV interface self-test is failed.

NOTE: The flashing frequency indicates the cause of the failure:

- 2 Hz (0.25 s on, 0.25 s off): the NAV interface unit is active but the IRS position label is missing or not valid,
- 4 Hz (0.125 s on, 0.125 s off): the NAV interface unit is not active or not installed.

E. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

7. FINAL STEPS

A. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

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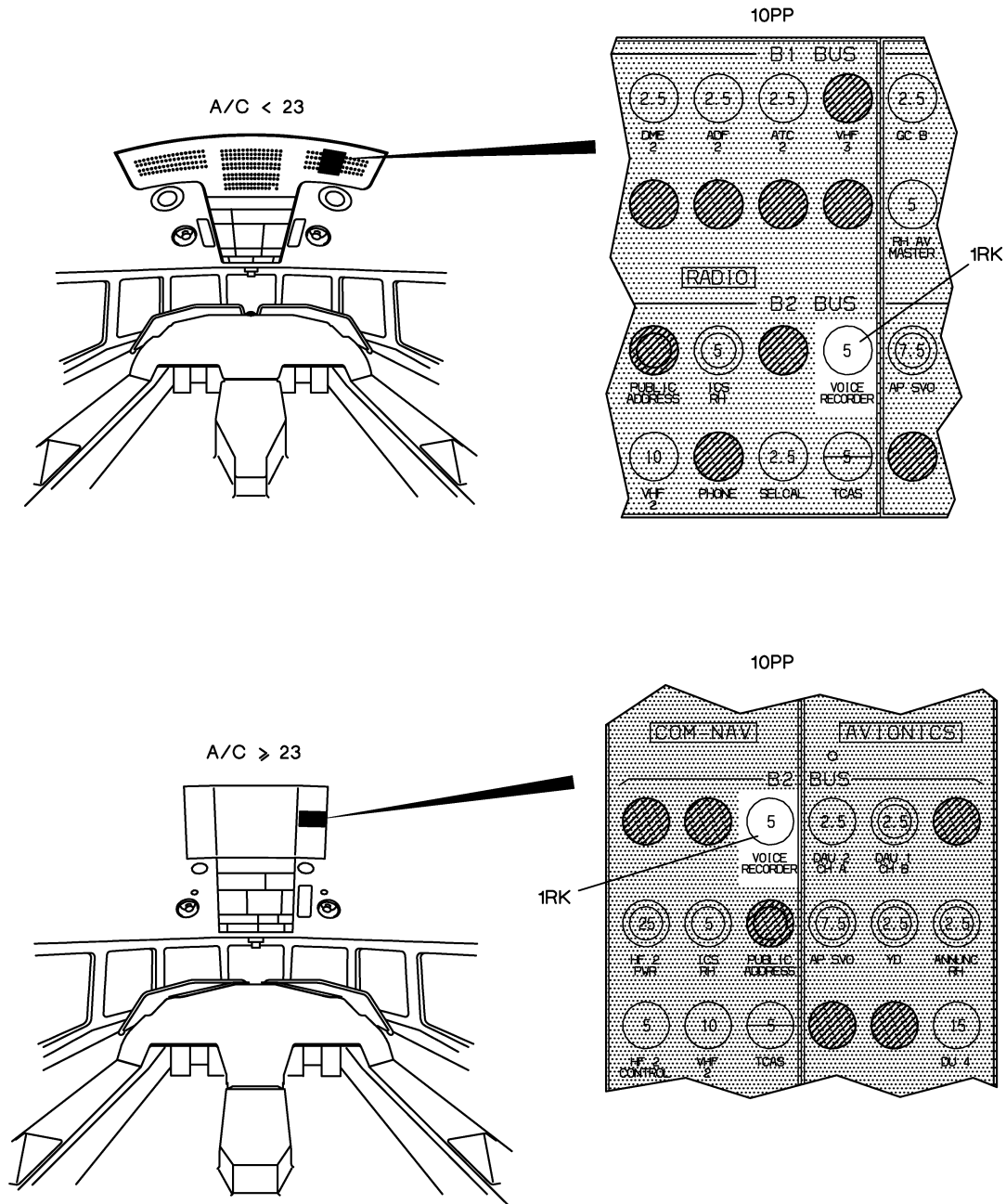


Figure 1: LOCATION OF COCKPIT CONTROLS

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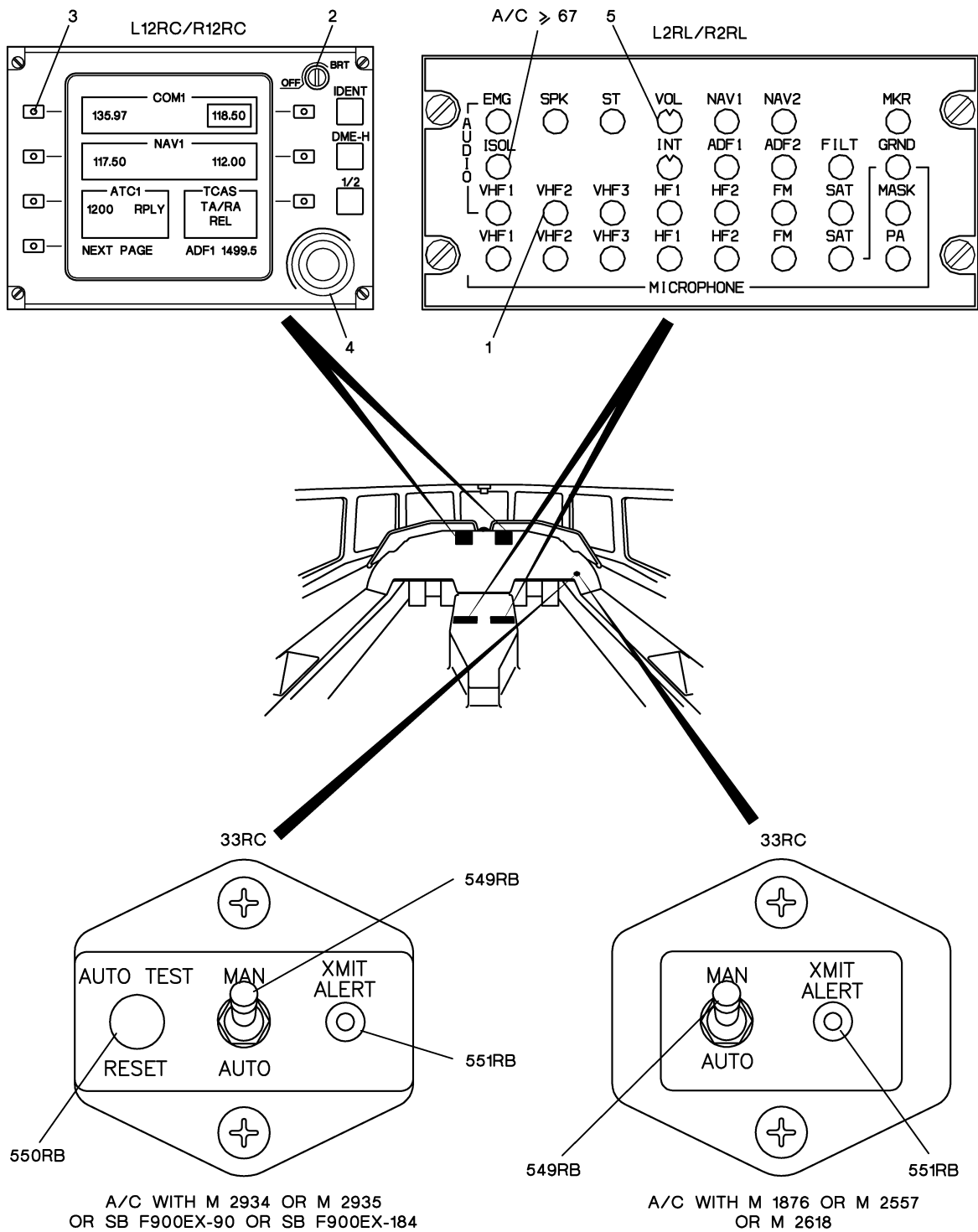


Figure 2: LOCATION OF COCKPIT CONTROLS

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

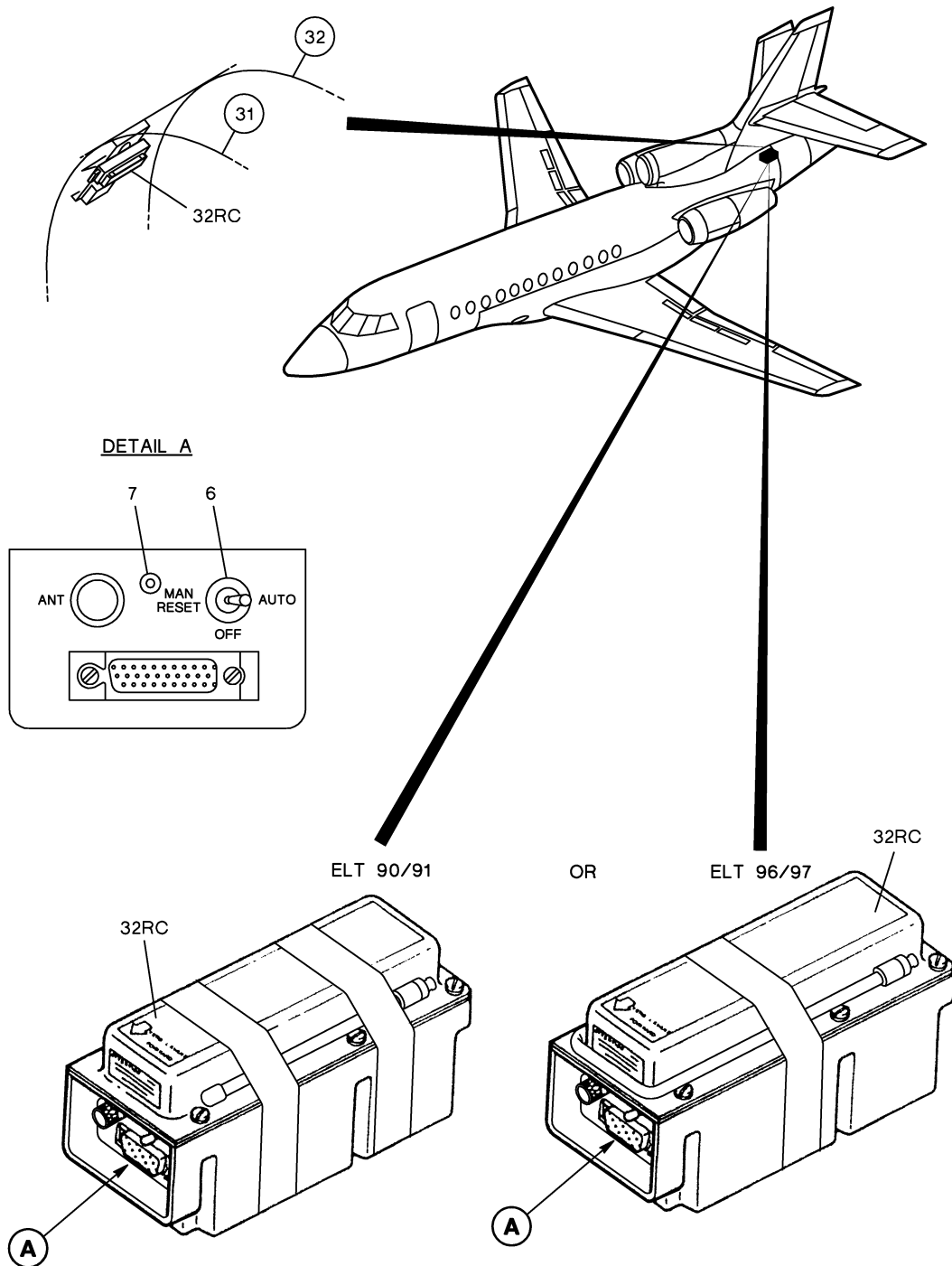


Figure 3: LOCATION OF EQUIPMENT FOR ELT 90/91 AND ELT 96/97 (A/C WITHOUT SB 184)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

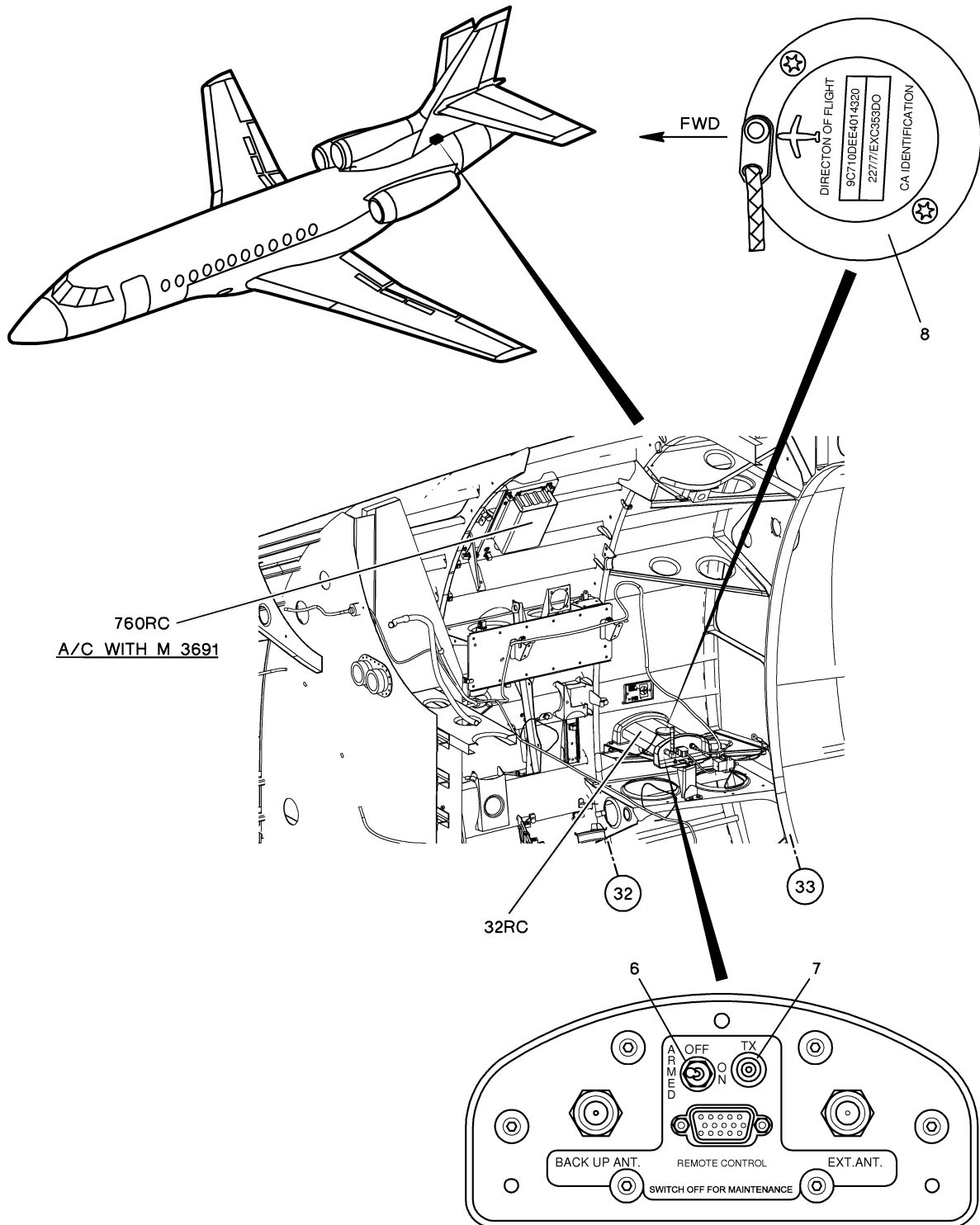


Figure 4: LOCATION OF EQUIPMENT FOR ELT ADT 406 (A/C WITH SB 184)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

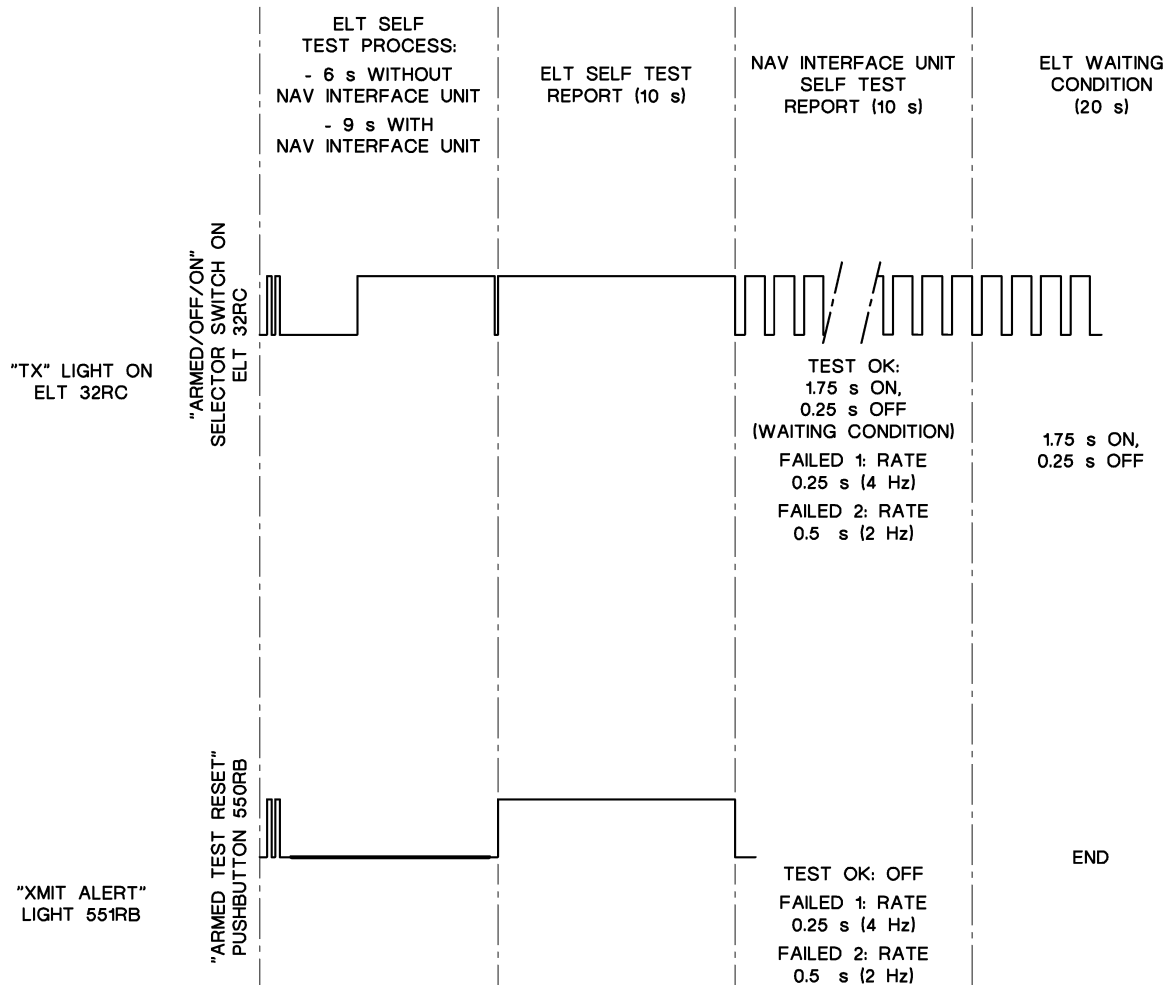


Figure 5: ELT SELF TEST TIMING DIAGRAMS

FALCON 900EX EASY AIRCRAFT MAINTENANCE MANUAL

TASK 25-61-13-960-801 DISCARD OF THE ELT BATTERY PACKS

1. OVERVIEW OF THE JOB

Operation code: 25-61-13-960-801-01 ELT (**32RC**)

This task consists of the replacement of the internal battery packs of the Emergency Locator Transmitter (ELT) with new ones.

- ELT ADT 406 (**32RC**):
 - For the removal/installation of the ELT (Refer to **TASK 25-61-01-900-802**).
 - The replacement of the ELT battery packs must be performed by an authorized Repair Agent ,
- ELT 90 / 91 or ELT 96 / 97 (**32RB**):
 - For the removal/installation of the ELT (Refer to **TASK 25-61-01-900-803**),
 - For the replacement of the ELT battery packs (Refer to **TASK 25-61-01-900-803**).

2. LOGISTICS

A. References

Reference

- **25-61-01-900-802**
- **25-61-01-900-803**

Designation

REMOVAL / INSTALLATION OF THE EMERGENCY LOCATOR
TRANSMITTER (ELT) ADT 406
REMOVAL / INSTALLATION OF THE ELT AND REPLACEMENT OF
THE ELT BATTERY PACKS (ELT 90 / 91 OR ELT 96 / 97)

Project No: **BDHRN002**Job Card No **0170**

Notif.No.: 10049029

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: OPC Automatic Flight Control System Afcs

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 22

Check Type: 2A CHECK

Work Center	
MTX AVIO DEPT	
FALCON A/C	

Zone: 200,300,400,500**Access Required for this task:**

PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.						 Order: 80069252 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected				
	Pers. No.	Date	Pers. No.	Date			
	Stamp		Stamp				
Completed & Confirmed on SAP IAW MOE 2.13.							
0002	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.						 Order: 80069252 Operation: 0020 Phase: Functions - 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					

OEM Code: 22-10-00-710-801

Form No: JA-SAP-MTX-002

Operator Code: 22-10-00-710-801-01

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**

Job Card No **0170**

Notif.No.: 10049029



Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **OPC Automatic Flight Control System Afcs**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 22

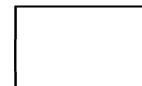
Check Type: 2A CHECK

Work Center	
MTX AVIO DEPT	
FALCON A/C	

OFF					
ON					
OFF					
ON					
OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 22-10-00-710-801

Operator Code: 22-10-00-710-801-01

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.: **22.010**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>22-10-00-710-801- OPERATIONAL TEST OF THE AUTOMATIC FLIGHT CONTROL
01 SYSTEM (AFCS)**

REMARKS : _____

AMM 22-10-00-710-801

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TASK 22-10-00-710-801

OPERATIONAL TEST OF THE AUTOMATIC FLIGHT CONTROL SYSTEM (AFCS)

WARNING: SERIOUS PERSONNEL INJURIES CAN RESULT FROM OPERATIONS ON ACTIVE FLIGHT CONTROLS IF THE FOLLOWING INSTRUCTIONS ARE NOT OBSERVED:

- THE FLIGHT CONTROLS MANEUVERING SPACES MUST BE UNOBSTRUCTED,
- APPROPRIATE SAFETY FENCES AND WARNING LIGHTS MUST BE INSTALLED AROUND THE AIRCRAFT,
- THE PERSONNEL INSIDE THE FENCED AREA MUST BE AWARE OF THE ONGOING OPERATIONS AND OF THE ASSOCIATED HAZARDS.

1. OVERVIEW OF THE JOB

Operation code: 22-10-00-710-801-01

2. LOGISTICS

A. References

Reference

- [24-00-00-860-801](#)
- [29-00-00-860-801](#)
- [32-60-00-910-801](#)
- [32-60-00-910-802](#)
- [34-01-00-720-801](#)
- [34-21-00-820-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
PRESSURIZATION / DE-PRESSURIZATION OF THE HYDRAULIC
SYSTEMS
USE OF THE GROUND / FLIGHT BOX
USE OF THE TARGETS FOR FLIGHT SIMULATION
FUNCTIONAL TEST OF THE EFIS SYSTEM
IRS ALIGNMENT

B. Energy

- ELECTRICAL
- HYDRAULIC

C. Access

Reference

- [PAX](#)

Designation

PASSENGER DOOR

D. Miscellaneous

- SAFETY FENCES (LOCAL PROCUREMENT)
- WARNING LIGHTS (LOCAL PROCUREMENT)

3. PRELIMINARY STEPS

A. Install the safety fences and the warning lights.

B. Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").

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- C. Connect the hydraulic ground power unit (Refer to [TASK 29-00-00-860-801](#), paragraph "Connection of the Hydraulic Ground Power Unit").
- D. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- E. Make sure that LH Angle-of-Attack (AoA) sensor ([L11CM](#)) and RH Angle-of-Attack sensor ([R11CM](#)) are set to middle position.

4. SYSTEM INTEGRITY CHECK

Refer to **fig. 2**

- A. Make sure that none of the "AP", "YD" or "A/T" functions is selected on AP control unit ([32CA](#)).
- B. Press "TEXT" pushbutton on the lower strip of Navigation Display (ND) 1 ([L22FV](#)) or ND 2 ([R22FV](#)).

NOTE: The "CHECK LIST" page is displayed on the selected ND screen.

- C. Press "MAINT" pushbutton on the lower strip of ND 1 ([L22FV](#)) or ND 2 ([R22FV](#)) in use for approx. 3 sec. to enter the maintenance mode.

NOTE 1: The "Maintenance" mode test program is used to check the autopilot. This function is internal to the Integrated Avionics Computers:

- IAC 1 ([L2FV](#)), for the pilot autopilot,
- IAC 2 ([R2FV](#)), for the copilot autopilot.

NOTE 2: The complete running of the test program is detailed in the HONEYWELL document: PRIMUS 2000 INTEGRATED AVIONICS SYSTEM (IAC) (System Test and Fault Isolation).

On the "MAINT" main menu, the operator can then select:

- "SYSTEM STATUS", to check the status of the avionics systems,
 - "FLT FAULTS", to display the flight faults from systems,
 - "PROGRM", to enter aircraft specific data,
 - "LIST SUBSYS", to list and test the operative systems.
- D. Press the "SYSTEM STATUS" pushbutton.
 - E. Make sure that no system failure is displayed.
 - F. Press the "RETURN" pushbutton to return to the main menu.
 - G. Press the "LIST SUBSYS" pushbutton to display the "SUBSYSTEM LIST" page.
 - H. Using the setting knob, select the "IAC-AFCS 1" line to test the autopilot integrated in IAC 1 ([L2FV](#)).
 - I. Press the "SELECT" pushbutton to display the subsystem main menu page.
 - J. Press the "LRU TESTS" pushbutton to display the "LRU TEST MENU".
 - K. Perform all the tests listed in the following table:

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NOTE:

- select the test to be performed using the setting knob, press the "SELECT" pushbutton to start the test,
- at the end of the test, observe the instructions for corrective actions if necessary,
- press the "RETURN" pushbutton to return to the "LRU TEST MENU" page,
- select the next test.

Test	Description	LRU to be tested
"IAC-FGC Test"	Testing FGC (Flight Guidance Controller) PCBs and interfaces with IAC	IAC 1 (L2FV) or IAC 2 (R2FV)
"Guidance Controller Test"	Check of AP control unit (lights, pushbuttons and interface with IAC)	IAC 1 (L2FV) or IAC 2 (R2FV) AP control unit (32CA)
"Aileron Servo Test"	Check of aileron deflection (performance and interfaces)	IAC 1 (L2FV) or IAC 2 (R2FV) Aileron servomotor (12CA)
"Elevator Servo Test"	Check of elevator deflection (performance and interfaces)	IAC 1 (L2FV) or IAC 2 (R2FV) Elevator servomotor (13CA)
"Rudder Actuator Test"	Check of rudder deflection (performance and interfaces)	IAC 1 (L2FV) or IAC 2 (R2FV) Rudder actuator (3CC)
"IAC/Trim System Interface Test"	Check of IAC/elevator trim interface	IAC 1 (L2FV) or IAC 2 (R2FV)
"AFCS Switches Test"	Check of pushbuttons relative to the autopilot (GA, TCS, AP pushbuttons, trim levers, etc.)	IAC 1 (L2FV) or IAC 2 (R2FV) AP control unit (32CA) Pilot control column (L8TB) or copilot control column (R8TB)

L. Press "RETURN" pushbutton until the "SUBSYSTEM LIST" page is displayed.

M. Repeat the steps for each of the following subsystems:

NOTE: For "IAC-EDS 1", "IAC-EDS 2" and "IAC-EDS 3" subsystems, the following table lists the tests being performed.

- the "IAC-AFCS 2" line to test the autopilot integrated in IAC 2 ([R2FV](#)),
- the "IAC-EDS 1" line to test the EFIS (Electronic Flight Instrument System) integrated in IAC 1 ([L2FV](#)),

NOTE: Engage "Maintenance" mode on ND1 ([L22FV](#)) first before running this test.

- the "IAC-EDS 2" line to test the EFIS integrated in IAC 2 ([R2FV](#)),

NOTE: Engage "Maintenance" mode on ND2 ([R22FV](#)) first before running this test.

- the "IAC-EDS 3" line to test the EFIS integrated in IAC 3 ([52FV](#)).

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NOTE: Engage "Maintenance" mode on ND1 ([L22FV](#)) first before running this test.

Test	Description	LRU to be tested
"Display Controllers Test"	Test of pushbuttons, selector switches and rotary knob on: - DCP (Display Control Panel), - RSP (Reversion Switch Panel), - AP control Unit (the following controls: "IAS/MACH", "MINIMUM DH/MDA", "ASEL", speed "SEL", IAC AFCS SEL "1/2"), - PFD (Primary Flight Display), - ND (Navigation Display), - and EID (Engine Instrument Display)	DCP 1 (L32FV) or DCP 2 (R32FV) RSP 1 (L33FV) or RSP 2 (R33FV) RSP 1 (L33FV) or RSP 2 (R33FV) PFD 1 (L12FV) or PFD 2 (L12FV) ND 1 (L22FV) or ND 2 (R22FV) ND 1 (L22FV) or ND 2 (R22FV) EID (62FV) AP control unit (32CA)

NOTE: The other tests of this menu are:

- used in the procedure (Refer to [TASK 34-01-00-720-801](#)),
- or reserved for system handling by HONEYWELL.

N. Press the "EXIT SUBSYS" then "EXIT IMT" pushbuttons to exit the "Maintenance" mode.

5. AP DISENGAGEMENT TEST

Refer to [fig. 1](#) and [fig. 2](#)

- A. De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").
- B. Install the in-flight simulating tools (Refer to [TASK 32-60-00-910-802](#), paragraph "Use").

NOTE: The ground/flight box may be used instead of the in-flight simulating tools.

In this case, connect the ground/flight box (Refer to [TASK 32-60-00-910-801](#), paragraph "Installation") and set the aircraft to flight configuration (Refer to [TASK 32-60-00-910-801](#), paragraph "Use").

- C. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- D. Pressurize hydraulic system 1 (Refer to [TASK 29-00-00-860-801](#), paragraph "Pressurization from the Hydraulic Ground Power Unit").
- E. Perform the alignment of Inertial Reference Systems 1 (IRS1) and IRS2 (Refer to [TASK 34-21-00-820-801](#)).

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F. Press the "AP" pushbutton on AP control unit (**32CA**) to engage the autopilot.

G. Check that the autopilot disengages for each of the following actions:

NOTE:

- After each action leading to the disengagement of the autopilot, check that the "AUTOPILOT" disengagement audio warning is heard.
- As required, confirm the disengagement of the autopilot by pressing pilot control column wheel "AP" disengagement pushbutton (**L8TB5**) or copilot control column wheel "AP" disengagement pushbutton (**R8TB5**). This action cuts off the "AUTOPILOT" audio message.
- After each disengagement action, engage the autopilot again.

(1) Press the "YD" pushbutton on AP control unit (**32CA**).

(2) Disengage "STAB NORMAL" circuit breaker (**1CF**).

NOTE: "STAB NORMAL" circuit breaker (**1CF**) must be re-engaged before resuming the test.

(3) On airbrake/tailplane/trim control unit (**2CF**):

(a) Tilt the "TAILPLANE" emergency control lever (1) to the "UP" position (HS "NORMAL" mode control circuit breaker (2) disengages).

NOTE: HS "NORMAL" mode control circuit breaker (2) must be re-engaged before resuming the test.

(b) Tilt the "TAILPLANE" emergency control lever (1) to the "DOWN" position (HS "NORMAL" mode control circuit breaker (2) disengages).

NOTE: HS "NORMAL" mode control circuit breaker (2) must be re-engaged before resuming the test.

(4) On pilot control column (**L8TB**):

NOTE: The terms "nose-down" and "nose-up" apply to the aircraft attitude, not to the movable horizontal stabilizer (HS). Consequently, an aircraft "nose-down" attitude corresponds to an HS "nose-up" position or to the upward displacement of the HS leading edge.

(a) Actuate HS dual rocker (**L8TB2**) in the nose-up direction.

(b) Actuate HS dual rocker (**L8TB2**) in the nose-down direction.

(c) Press "AP" pushbutton (**L8TB5**).

(d) Press "GA" pushbutton (**L8TB1**).

(5) On copilot control column wheel (**R8TB**):

(a) Actuate HS dual rocker (**R8TB2**) to the nose-up direction.

(b) Actuate HS dual rocker (**R8TB2**) to the nose-down direction.

(c) Press "AP" pushbutton (**R8TB5**).

(d) Press "GA" pushbutton (**R8TB1**).

(6) Actuation of LH Angle-of-Attack (AoA) sensor (**L11CM**):

(a) Set LH AoA sensor (**L11CM**) to stall position (upper stop).

(b) Make sure that the stall audio warning is heard.

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NOTE: The stall warning overrides the autopilot disengagement warning.

- (c) Set AoA sensor (**L11CM**) to middle position.
- (7) Actuation of RH AoA sensor (**R11CM**):
 - (a) Set RH AoA sensor (**R11CM**) to stall position (upper stop).
 - (b) Make sure that the stall audio warning is heard.

NOTE: The stall warning overrides the autopilot disengagement warning.

- (c) Set RH AoA sensor (**R11CM**) to middle position.

6. AP DISENGAGEMENT AUDIO WARNING TEST

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

- A. Make sure that the pilot flight director has priority. If not, press the "CPL" pushbutton on AP control unit (**32CA**) and make sure that the light on the left of the pushbutton illuminates.

- B. Disengage "IAC 1" circuit breaker (**L1FV**).

NOTE: Pilot PFD (**L12FV**) and ND (**L22FV**) are switched off.

- C. Engage the autopilot by actuating the "AP" pushbutton on AP control unit (**32CA**).

- D. Make sure that the green "AP2" symbol is displayed on copilot PFD (**R12FV**).

- E. Disengage the autopilot by actuating the "AP" pushbutton on AP control unit (**32CA**).

- F. Make sure that the "AP2" symbol turns red, flashes then extinguishes on copilot PFD (**R12FV**).

- G. Make sure that the "AUTOPILOT" disengagement audio warning of the autopilot is heard (once only).

- H. Engage "IAC 1" circuit breaker (**L1FV**).

- I. Disengage "IAC 2" circuit breaker (**R1FV**).

NOTE: Copilot PFD (**R12FV**) and ND (**R22FV**) are switched off.

- J. Press the "CPL" pushbutton on AP control unit (**32CA**) to set flight director to copilot priority.

- K. Engage the autopilot by actuating the "AP" pushbutton on AP control unit (**32CA**).

- L. Make sure that the green "AP1" symbol is displayed on pilot PFD (**R12FV**).

- M. Disengage the autopilot by actuating the "AP" pushbutton on AP control unit (**32CA**).

- N. Make sure that the "AP1" symbol turns red, flashes then extinguishes on pilot PFD (**L12FV**).

- O. Make sure that the "AUTOPILOT" disengagement audio warning of the autopilot is heard (once only).

- P. Engage "IAC 2" circuit breaker (**R1FV**).

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7. FINAL STEPS

- A. Command the horizontal stabilizer deflection to the take-off position:
- using pilot or copilot horizontal stabilizer dual rockers (**L8TB2**)/(**R8TB2**),
 - reading the horizontal stabilizer take-off position on "STAB" green sector of trim position indicator (**2DQ**).
- B. De-energize the IRSs (Refer to **TASK 34-21-00-820-801**).
- C. Cut off and drop the pressure in hydraulic system 1 (Refer to **TASK 29-00-00-860-801**, paragraph "Cut off and Drop Pressure from the Hydraulic Ground Power Unit").
- D. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-Energization with the Electrical Ground Power Unit").
- E. Remove the in-flight simulating tool (Refer to **TASK 32-60-00-910-802**, paragraph "Removal").
- NOTE:** If the ground/flight box is used, disconnect it (Refer to **TASK 32-60-00-910-801**, paragraph "Removal").
- F. Disconnect the hydraulic ground power unit (Refer to **TASK 29-00-00-860-801**, paragraph "Disconnection of the Hydraulic Ground Power Unit").
- G. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").
- H. Remove the safety fences and the warning lights.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

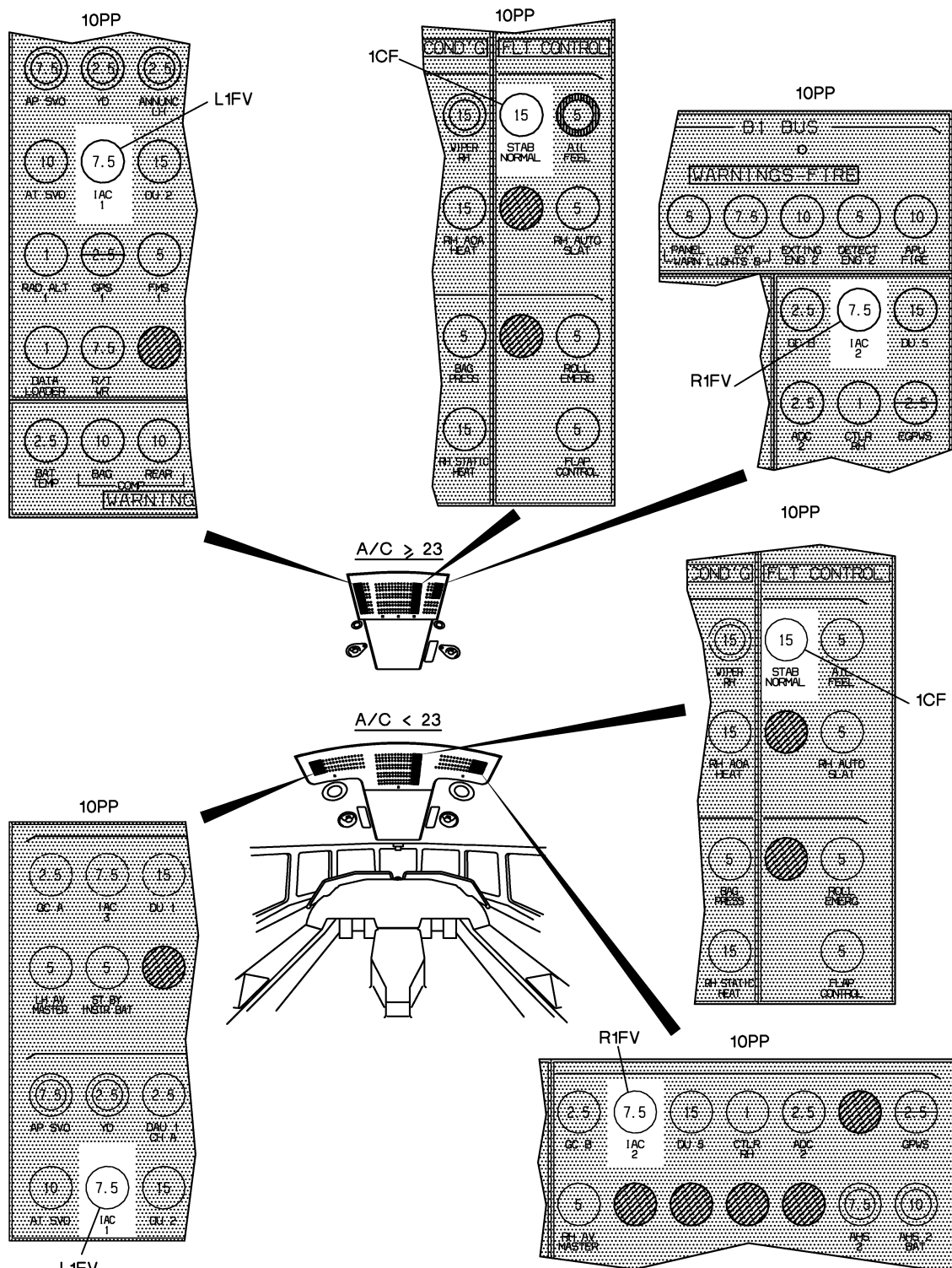


Figure 1: Location of Circuit Breakers

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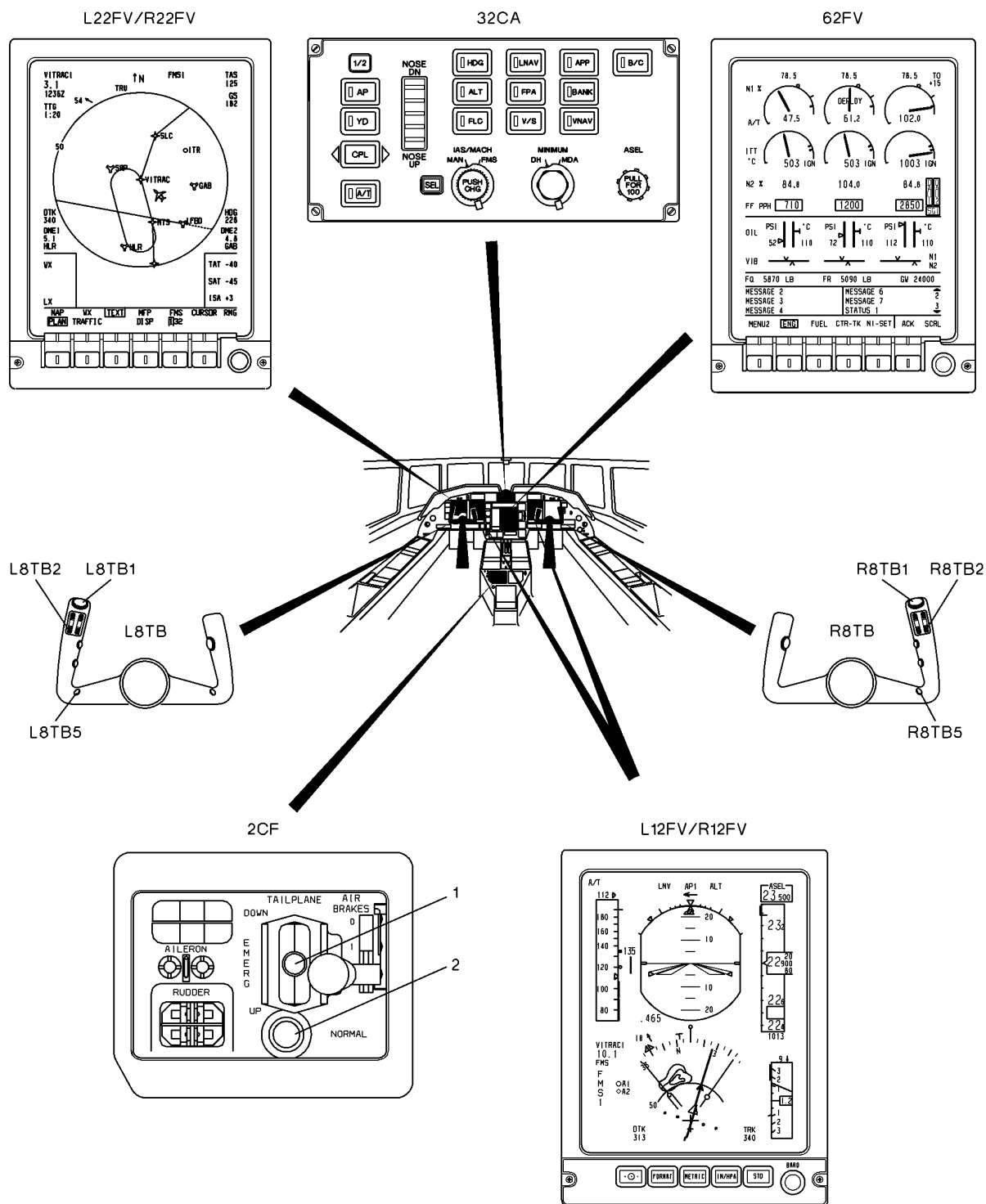


Figure 2: Location of Controls and Indications

Project No: **BDHRN002**Job Card No **0102**

Notif.No.: 10049024

Activity: **1000**

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: **LUB Ail Ctrl Surf Hinges**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 57

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Zone: 500,600

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069240 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.

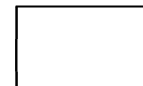
Defect Card Raised

Components Removed/Installed

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OFF					
ON					
OFF					
ON					
OFF					
ON					
OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 57-60-05-640-802

Operator Code: 57-60-05-640-802-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0171**

Notif.No.: 10049015

Activity: **1000**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: **FNC Take-Off Safeties: Alarm Test**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 31

Check Type: 1A CHECK

Work Center	
MTX AVIO DEPT	

Zone: 200,500,600**Access Required for this task:**

512CB,612CB,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069263 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

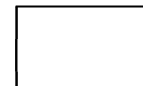
Defect Card Raised

Components Removed/Installed

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OFF					
ON					
OFF					
ON					
OFF					
ON					
OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 31-54-00-720-801

Operator Code: 31-54-00-720-801-01

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.: **31.030**

Serial No.: **096**

Model: **FALCON 900EX**

PKG # 2 2A INSPECTION

Reg No.: **D-AHRN**

Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012	4410:47					
Accomplished							

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

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

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

**>31-54-00-720-801- FUNCTIONAL TEST OF THE TAKE-OFF SAFETIES: ALARM TEST
01**

REMARKS : _____

AMM 31-54-00-720-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 31-54-00-720-801

FUNCTIONAL TEST OF THE TAKE-OFF SAFETIES: ALARM TEST

1. OVERVIEW OF THE JOB

Operation code: 31-54-00-720-801-01

NOTE: The A/C must be on its wheels (WOW configuration) and chocked.

2. LOGISTICS

A. References

Reference

• [24-00-00-860-801](#)

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT

B. Energy

• ELECTRICAL

C. Access

Reference

• [PAX](#)

Designation

PASSENGER DOOR

3. PRELIMINARY STEPS

Refer to [fig. 1](#)

- A. Connect the electrical ground power unit (Refer to [TASK 24-00-00-860-801](#), paragraph "Connection of the Electrical Ground Power Unit").
- B. On slats/flaps control box ([2CG](#)), make sure that the control lever is set to "CLEAN".

4. ALARM TEST

Refer to [fig. 1](#)

- A. Energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "Energization with the Electrical Ground Power Unit").
- B. On TCU ([500EC](#)), set Engine 1 throttle lever ([L500EC](#)) to the FULL POWER position (greater than 84° FCU).
- C. Check the presence of the following warnings:
 - the "NO TAKE OFF" warning voice is triggered,
 - on warning panel ([2WW](#)), the red "T/O CONFIG" light ([2WW49](#)) is illuminated,
 - the white "SLATS" message is displayed on EID ([62FV](#)).
- D. On TCU ([500EC](#)), set Engine 1 throttle lever ([L500EC](#)) to the IDLE position.
- E. Make sure that there is no "TAKE OFF" warning in this configuration:

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- on warning panel (**2WW**), the red "T/O CONFIG" light (**2WW49**) is extinguished,
- the "NO TAKE OFF" warning voice is not heard.
- the white "SLATS" message is not displayed on EID (**62FV**).

5. FINAL STEPS

Refer to **fig. 1**

- A. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").
- B. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

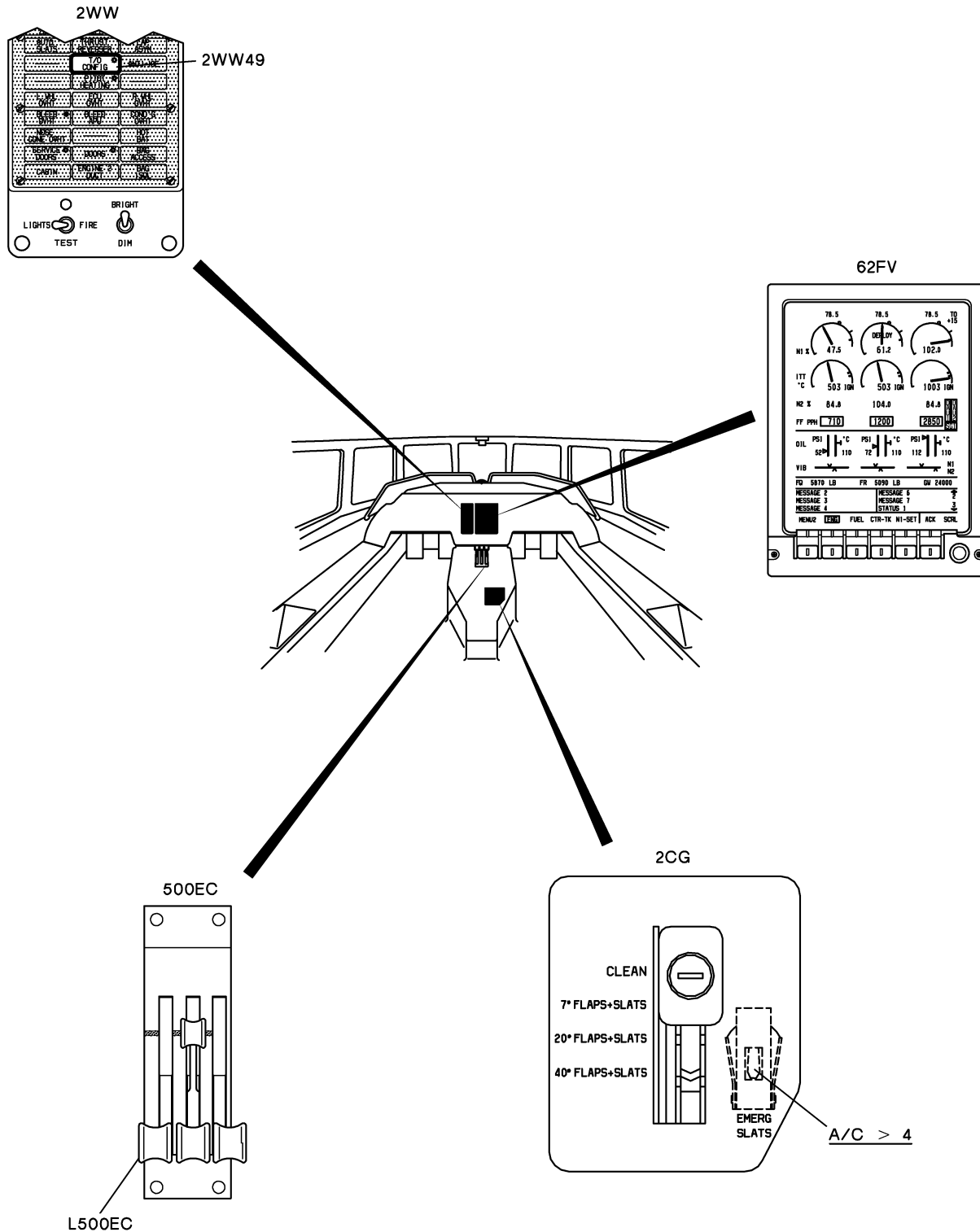


Figure 1: Location of Cockpit Controls and Indications

Project No: **BDHRN002**Job Card No **0172**

Notif.No.: 10048875

Activity: **1000**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Pre Departure

Starting Work Centre: FALCON A/C TEAM

Job Description: **1A Inspection**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: -

Check Type: 1A CHECK

Work Center	
FALCON A/C	

Corrective Action

0001	1A Check Performed IAW customer supplied					 Order: 80069328 Operation: 0010 Phase: Pre Departure - 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.

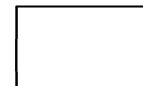
Defect Card Raised

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: 05-08-00-200-800-01

Operator Code: 05-08-00-200-800-01

Form No: JA-SAP-MTX-002

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Print No: 1

Project No: **BDHRN002**Job Card No **0173**

Notif.No.: 10049027

Activity: **1001**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Pre Departure

Starting Work Centre: FALCON A/C TEAM

Job Description: **2A Inspection**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: -

Check Type: 2A CHECK

Work Center	
FALCON A/C	

Corrective Action

0001	2A Check Performed IAW customer supplied					 Order: 80069334 Operation: 0010 Phase: Pre Departure - 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.

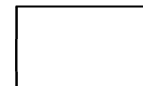
Defect Card Raised

Components Removed/Installed

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OFF					
ON					
OFF					
ON					
OFF					
ON					
OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 05-08-00-200-800-02

Operator Code: 05-08-00-200-800-02

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Project No: **BDHRN002**Job Card No **0174**

Notif.No.: 10049059

Activity: **1002**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Pre Departure

Starting Work Centre: FALCON A/C TEAM

Job Description: **1A+ Inspection.**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: -

Check Type: 1A+ Inspection

Work Center	
FALCON A/C	

Corrective Action

0001	1A+ Check Performed IAW customer supplied package with reference/date:-					 Order: 80069329 Operation: 0010 Phase: Pre Departure - 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: 05-08-00-200-800-11

Operator Code: 05-08-00-200-800-11

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

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Print No: 1

Project No: **BDHRN002**Job Card No **0175**

Notif.No.: 10049090

Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

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

Serial No.: 096

Type: F900EX

Starting Phase: Pre Departure

Starting Work Centre: FALCON A/C TEAM

Job Description: **2A+ Inspection**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 05

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Corrective Action

0001	2A+ Check Performed IAW customer supplied					 Order: 80069333 Operation: 0010 Phase: Pre Departure - 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.

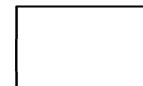
Defect Card Raised

Components Removed/Installed

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OFF					
ON					
OFF					
ON					
OFF					
ON					
OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 05-08-00-200-800-12

Operator Code: 05-08-00-200-800-12

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

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Print No: 1