

FALCON 10

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LIST OF REVISIONS

REVISION No.	DATE OF REVISION	REVISION No.	DATE OF REVISION
ORIGINAL	NOVEMBER 1986		
2	JANUARY 1996		
3	FEBRUARY 1998		
4	DECEMBER 1999		
5	FEBRUARY 2002		
6	FEBRUARY 2003		
7	AUGUST 2004		
8	AUGUST 2007		
9	JULY 2013		
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AIRWORTHINESS LIMITATIONS

This section contains instructions pertaining to Airworthiness. These instructions must be imperatively observed by operators.

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

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Approved by EASA

Date of approval: Original edition: November 21st, 1986
 Revision No. 2: January 8th, 1996
 Revision No. 3: February 27, 1998
 Revision No. 4: December 23, 1999
 Revision No. 5: February 15, 2002
 Revision No. 6: February 10, 2003
 Revision No. 7: EASA approved under EASA reference 2004-7961 on August 3rd 2004
 Revision No. 8: EASA approved under EASA reference 05779 on August 6, 2007
 Revision No. 9: This revision 9 is the compilation of the following EASA approved changes, with no further technical change:
 - TR001 approved by EASA under change reference M0914.
 - CP001 approved by EASA under change reference M0935.
 The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5012. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
 Effective date of this revision: January 31, 2014.

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- Revision No. 10: This revision 10 is the integration of the following EASA approved change, with no further technical change:
– CP002 approved by EASA under change reference M0934.
The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5015. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: August 6, 2014.
- Revision No. 11: This revision 11 is a minor update.
The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5017. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: August 5, 2015.
- Revision No. 12: This revision 12 is the integration of the following EASA approved change, with no further technical change:
– CP004 approved by EASA under change reference M0941.
The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5019. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: October 31, 2016.
- Revision No. 13: This revision 13 is the integration of the following EASA approved change, with no further technical change:
– CP005 approved by EASA under change reference M0944.
The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5021. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: August 9, 2017.

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Section 5–40 is divided into three paragraphs:

- 0. – General.
- 1. – Airframe components with limited service life (“SAFE LIFE”).
- 2. – Mandatory maintenance operations.

0 . GENERAL

A . LIMIT OF APPLICABILITY

The maintenance schedule for continued airworthiness, of FALCON 10 “Standard” aircraft (refer to paragraph B.), defined in Chap. 5–40–00 is applicable to all aircraft which have not reached the limit of 20 000 flights/30 000 hours.

For a standard aircraft (refer to paragraph B.), to facilitate scheduling of maintenance operations expressed in “FLIGHTS”, a flight is considered as equivalent to a landing. For a non-standard aircraft, a flight is not automatically considered as a landing. That is why, “flights” have to be recorded regarding a specific definition established by DASSAULT AVIATION.

In this case, contact DASSAULT AVIATION for appropriate program.

B . DEFINITION OF A STANDARD AIRCRAFT

This program is defined for a “STANDARD AIRCRAFT” as defined below:

- 1 – Standard Aircraft Primary structure must be entirely identical to DASSAULT AVIATION type design:
 - Condition of the primary structure of a standard aircraft has to correspond to definition at aircraft delivery:
 - Which can be supplemented by the optional or recommended DASSAULT AVIATION service bulletins incorporated on aircraft.
 - Which must have incorporated the applicable mandatory Service Bulletins.
 - An aircraft cannot be considered as a standard aircraft if:
 - Its primary structure has been changed by an STC or a change not reviewed nor designed by DASSAULT AVIATION.
 - Its primary structure has been repaired by a repair not designed nor reviewed by DASSAULT AVIATION.
- 2 – Aircraft operations should be close to the fatigue load spectrum defined during type certification. This spectrum corresponds to public or private transport defined by short, middle and long distance flights.

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

- Low altitude search and rescue flights.
- Target towing and transport of under wing stores.

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- Scientific research.
 - Cargo transport.
 - Flight training.
 - Others types of operation than normal passengers transport.
- 3 – Maintenance must have been performed in accordance with:
- Either Maintenance Manual and Structural Repair Manual recommended by DASSAULT AVIATION,
 - or approved maintenance procedures providing the same level of airworthiness.

For non-standard aircraft, this program needs to be adapted with Instructions for Continued Airworthiness developed to cover the non-standard features (STC, repairs, operating conditions...).

C . IMPORTANT

Compliance with these maintenance requirements are mandatory by all operators.

Failure to comply with these instructions will lead to the immediate suspension of the Airworthiness certificate.

The mandatory nature of these instructions does not in any way reduce the importance of the other tasks, listed in the Recommended Maintenance Program, which must be performed in agreement with the National Airworthiness Authorities.

In order to help operators planing maintenance program and to reduce grounding due to scheduled maintenance, these mandatory maintenance operations are also listed in section 5–10, or 5–20, with time limits corresponding to the aircraft inspections (A, B, C, etc.) or expressed as a number of flights.

If an operator installs a secondhand main structural part (example: landing gear), he must note on the aircraft logbook the number of flights or landings accumulated by this part since manufacturing. He must ensure that, during operation, the service life limit of this part, indicated in chapter 5–40, will not be exceeded.

D . UPDATING OF SECTION 5–40–00

When a new maintenance operation is added due to a revision of chapter 5 section 5–40–00, this operation must be performed when the time at which it is scheduled falls due, unless otherwise specified in the “MAXIMUM TIME LIMIT” column.

When the aircraft inspection have two limits (i.e., 12 years or 7500 flights) the due time will be whichever is reached the first.

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E. CORROSION PREVENTION and CONTROL PROGRAM (CPCP)

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

A CPCP is a systematic approach for controlling corrosion in the airplane's primary structure. It is a program of maintenance tasks designed to control an aircraft structure to Corrosion level 1 or better (Chapter 05-15 and EASA AMC 20-20 provide further details). During the whole life of the aircraft, the operator is required to maintain the aircraft structure to level 1 of corrosion or better on Principal Structural Element (PSE, Ref. to list in SRM number 51-00-02 RPI).

In order to control the aircraft structure to corrosion level 1 or better on PSE's, the operator must implement a CPCP into his respective maintenance program. As a guideline to help operator to implement a CPCP, Dassault Aviation provides a Chapter 5-15 (baseline) which compiles all the Dassault Aviation maintenance recommendations (inspections and their thresholds) required for a standard aircraft. All these chapter 5-15 operations are scheduled in Chapter 5-10 and 5-20 (If the operator's maintenance program is compliant with chapter 5-10 and chapter 5-20 operations and intervals, it is compliant with the chapter 5-15 recommendations).

In accordance with the airworthiness mandate for CPCP inclusion in the operator's maintenance program, it is the operator's responsibility to take into account "non-standard" features, such as STC's, repairs, ... etc., and add appropriate supplemental CPCP instructions for continued airworthiness to his specific maintenance program.

DASSAULT AVIATION is responsible for monitoring the effectiveness of the Baseline Program and the pertinence of the inspection threshold and, if necessary, to define changes based on analysis of the operators reported findings.

F. INSTRUCTIONS FOR CPCP

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

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

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G. NOTES

The following notes are used in the following tables:

NOTE (1): This task must be performed on components. The value of the interval given for each component considers its cumulated presence on one or several aircraft. Unless specified (landings for example), the unit of the interval is expressed in measurable aircraft level figures (aircraft flight hours, aircraft cycles or age) and not in component operating time.

NOTE (2): The life limit shown corresponds to landings on paved runways. When the aircraft are used on unpaved runways, after application of SB F10-82, each landing on an unpaved runway is counted as corresponding to 7 landings on a paved runway.

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1. AIRFRAME COMPONENTS WITH LIMITED LIFE

COMPONENT IDENTIFICATION	PART NUMBER	LIFE LIMIT	OBSERVATIONS
30 – ICE AND RAIN PROTECTION			
Slat anti-icing hose	FLEXFAB FAL1007	} 350 hours	See NOTE (1)
Slat anti-icing hose – inboard – outboard	SPIRAGINE 115S017A315 115S018A315		
32 – LANDING GEAR			
Nose gear	MESSIER–DOWTY 747719	18800 landings (A/C without SB F10–238) 17500 landings (A/C with SB F10–238)	See NOTE (1) and (2)
comprising: – Leg	747724–XX		
comprising: – Shock strut – Support	747726–XX 747727 or D22042–XX		
– Half fork – Steering control	747728 747729–XX		
– Strut actuator	747721–XX		
LH main landing gear hinged assembly	760557–XX		
comprising: – Strut – Rocker beam	760561–XX 760563	18800 landings (A/C without SB F10–238) 15000 landings (A/C with SB F10–238)	See NOTE (1) and (2)
RH main landing gear hinged assembly	760559–XX		
comprising: – Strut – Rocker beam	760562–XX 760563	18800 landings (A/C without SB F10–238) 15000 landings (A/C with SB F10–238)	See NOTE (1) and (2)

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COMPONENT IDENTIFICATION	PART NUMBER	LIFE LIMIT	OBSERVATIONS
54 – NACELLES / PYLONS Engine rear attachment auxiliary fitting bolt introduced by SB F10–225 associated with DGAC Airworthiness Directive No. 81–225–15 (B)	3073361–1	1050 hours 500 hours	For A/C without thrust reversers (**) For A/C with thrust reversers (**) (option 78–30–01) (**) See NOTE (1)

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2. MANDATORY MAINTENANCE OPERATIONS

DESCRIPTION OF OPERATION	ATA 100 NUMBER	MAXIMUM TIME LIMIT	
		THRESHOLD	REPEAT INTERVAL
21 – AIR CONDITIONING – Check of overpressure tightness • Main regulating valve P/N 2091PC010202 • Emergency regulating valve P/N 2093PC010202 – Check of overpressure relief valve vacuum supply lines	21–32–01 21–32–01 21–32–01		1250 hours (**) 1250 hours (**) 7500 hours (**) (**) See NOTE (1)
25 – EQUIPMENT AND FURNISHINGS – Visual inspection of buckle spring of Anjou Aéronautique safety belts, extensions and restraint systems type 343 and 343-1 using Anjou Aéronautique Service Bulletin No. 343-1-25-01 and No. 343-25-02 (*) Life limit of 60 months			18 months (*) see CN 2002-105 (AB) and CN 2002-104 (AB)
32 – LANDING GEAR – Ultrasonic inspection of the nose landing gear actuator piston P/N 747721 * Component landings	32–20–12	1900 landings*	700 landings* See NOTE (1)
34 – NAVIGATION – COLLINS ADC functional test (Aircraft with one of SB F10–300 to 320 included: RVSM)	34–10–01		13 months See NOTE (1)
52 – DOORS – Unlocking test from inside of window emergency exits (EASA Airworthiness Directive No. 2006-0147)	52–20–00		24 months

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DESCRIPTION OF OPERATION	ATA 100 NUMBER	MAXIMUM TIME LIMIT	
		THRESHOLD	REPEAT INTERVAL
57 – WINGS – Detailed inspection of the LH and RH inboard flap end ribs (*) After application of mandatory SB F10–318	57–55–01	6540FC (*)	6540FC

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