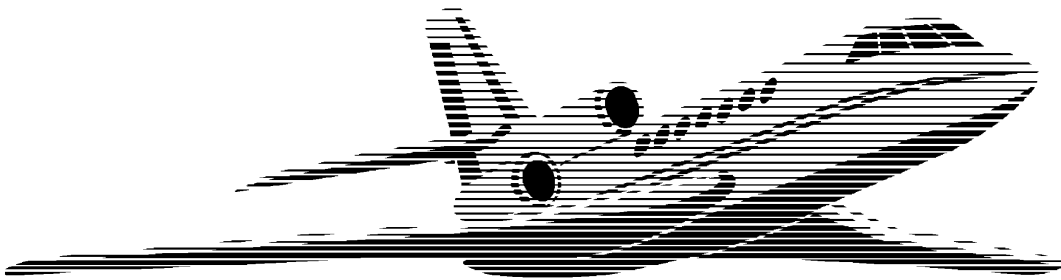


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MAINTENANCE MANUAL
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AIRWORTHINESS LIMITATIONS

ORIGINAL -FEBRUARY 1979
REVISION 24 - JULY 2017

DGT 113872 - PUB 237 or 238

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“DASSAULT AVIATION Proprietary Data”

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INFORMATION TO OPERATORS

Please find enclosed Revision No. 24 of Chapter 5-40.

Modifications and corrections contained in this revision are:

- Section B.3.: Deletion of letter inspection detail “(A, B, C, etc.)”,
- Section D.: Creation of NOTE 8: “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.”,
- Section E.: Addition of NOTE 8 on corresponding maintenance operations,
- Section F.:
 - Addition of operation codes and their corresponding designations:
 - Operation codes added to tasks, when not already present,
 - Operation code designations added when necessary.
 - Deletion of the previous numbering (5 digits), if existing under the AMTOSS number of the task
 - Replacement of the acronym “RETEX” by “FDBCK”, meaning “In-service feedback”,
 - Addition of NOTE 8 on corresponding maintenance operations,
 - Maintenance operation 25-11-05-200-801, replacement of the acronym “RETEX” by “FDBCK”,
 - Maintenance operation 28-21-16-610-801-01, extension of interval from “330FH then every 300FH” to “1000FH or 13M then every 1000FH or 13M”,
 - Addition of maintenance operation 52-10-00-610-801-05 “Servicing of the passenger door - Check of door locked indication”.
 - Numbering change: maintenance operations 52-20-00-710-801-01 and 52-20-00-710-801-02 become 52-20-00-610-801-03 and 52-20-00-610-801-04 respectively,
 - Addition of maintenance operation 53-30-00-220-805-01 “Detailed inspection of fuselage skin in splice area at stringer 13 between frame 13 and 18”.

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This document is divided into 6 paragraphs:

- A. History of revision
- B. General
- C. SSIP and CPCP programs
- D. Notes
- E. Airframe components with limited service life
- F. Mandatory maintenance operations

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A. HISTORY OF REVISION

Approved by the E.A.S.A.

Date of approval:

- **Original:** February 26, 1979
- **Revision 1:** February 10, 1984
- **Revision 2:** February 28, 1984
- **Revision 3:** January 16, 1985
- **Revision 4:** January 28, 1986
- **Revision 5:** July 10, 1987
- **Revision 6:** April 15, 1988
- **Revision 7:** August 26, 1988
- **Revision 8:** January 8, 1990
- **Revision 9:** February 7, 1997
- **Revision 10:** October 27, 1997
- **Revision 11:** January 07, 2000
- **Revision 12:** April 19, 2000
- **Revision 13:** June 13, 2002
- **Revision 14:** July 19, 2002
- **Revision 15:** EASA approved under EASA 2004-7863 on August 2, 2004
- **Revision 16:** EASA approved under EASA A.C.04307 Revision 1 on July 13, 2006
- **Revision 17:** DGT 113872 supersedes DMD 11765 §05-40, EASA approved under EASA.A.C.08114 on October 19, 2007
- **Revision 18:** This revision 18 is the compilation of the following EASA approved changes, with no further technical change:
 - TR 001 approved by letter EASA.C.10436 dated August 15, 2008
 - TR 002 approved by letter EASA.C.10847 dated April 20, 2009
 - TR 003 approved by letter EASA.C.11233 dated January 21, 2009The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5001. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of revision: October 09, 2009.
- **Revision 19:** This revision 19 is the compilation of the following EASA approved changes, with no further technical change:
 - TR 004 approved by letter EASA.A.C.11275 dated March 27, 2009
 - CP 006 approved by letter EASA 10028526 dated January 19, 2010The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5006. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: March 15, 2010.
- **Revision 20:** This revision 20 is the compilation of the following EASA approved changes, with no further technical change:
 - CP 007 approved by letter EASA 10030887 dated July 12, 2010
 - CP 009 approved by letter EASA 10032063 dated October 06, 2010

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The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5014. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.

Effective date of this revision: November 19, 2010.

- **Revision 21:** This revision 21 is the compilation of the following EASA approved changes, with no further technical change:

- CP 010 approved by EASA under change reference M3195

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: June 10, 2011.

- **Revision 22:** This complete revision 22 is the renumbering of tasks and the presentation of the chapter, with no technical change. The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5025.

Effective date of this revision: January 30, 2013

- **Revision 23:** This revision 23 is the compilation of the following EASA approved changes, with no further technical change:

- CP 012 approved by EASA under change reference M3261

The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5053. 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 24:** This revision 24 is the compilation of the following EASA approved changes, with no further technical change:

- CP 011 approved by EASA under change reference M3236

- CP 014 approved by EASA under change reference M3272

- CH5-40-CP0001-CPAS approved by EASA under change reference M3280

The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5062. 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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B. GENERAL

This document is applicable to Falcon F50/F50EX A/C S/N 001 to 352.

This section contains instructions pertaining to Airworthiness of aircraft, including SSIP, CPCP and Safe Life limitations until the Limit of Validity (refer to paragraph A. 1). These instructions are rendered mandatory by Airworthiness Directives issued by the country of registration.

For U.S. Registered aircraft, this section is European Aviation Safety Agency approved on behalf of FAA and specifies maintenance required under paragraphs 43.16 and 91.409 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. Evaluations and reasons for this section do not take into account the influence of modifications or repairs not approved by DASSAULT AVIATION such as STC

1. Definition of the Limit Of Validity (L.O.V.)

The Limit Of Validity represents the upper limit expressed in "flights" until which an aircraft can fly in total security without appearance of WFD (Widespread Fatigue Damages). The L.O.V. of a standard aircraft MYSTERE-FALCON 50 (refer to paragraph B.) is 40,000 flights/60,000 flying hours whichever occurs first.

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.

2. Definition of a Standard Aircraft

This program is defined for a "STANDARD AIRCRAFT" as defined below.

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

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

- Condition of the primary structure of a standard aircraft has to correspond to definition at aircraft delivery:
 - which can be supplemented by the DASSAULT AVIATION Service Bulletins incorporated on aircraft,
 - which must have incorporated the applicable mandatory Service Bulletins.
- An aircraft cannot be considered as a standard aircraft if:
 - its primary structure has been changed by an STC or repaired through a definition not reviewed by DASSAULT AVIATION in the frame of the applicability of these instructions.

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

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

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

2.3. Maintenance must have been performed in accordance with:

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

3. Important

These instructions must mandatorily be complied with by the operators.

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

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

The mandatory maintenance operations time limits given in section 5-40 correspond to results obtained from computations.

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

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

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

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4. Updating of 5-40 sections

When a new maintenance operation is added, due to a revision of Chapter 5-40, this new operation must be performed when the time at which it is scheduled falls due, unless otherwise specified.

5. List of units

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

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

The definitions of landing, flight hour and flight cycle are in Chapter 5 section 5-00-00 § Structural Maintenance.

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C. SSIP AND CPCP PROGRAMS

1. Structural Supplemental Inspection Program (SSIP)

SB F50-450 is a prerequisite to the application of SSIP program

NOTE: SB F50-450 shall be embedded before applying the SSIP inspections defined in the section 5-40-00 § F “Mandatory Maintenance Operations”

The Supplemental Structural Inspection Program (SSIP) must be applied to aircraft that have reached the "mid life" of their L.O.V. (20,000 flights/30,000 flying hours, whichever occur first) with a continuing structural integrity program in accordance with manufacturer Recommended Maintenance Schedule, T.B.O. and Chapter 5. The operator must include in his maintenance program the maintenance operations linked with structural inspection for fatigue defects. Those operations are marked with "SSIP" in the column "Origin" in section 5-40-00 § F “Mandatory Maintenance Operations” and are still present in section 5-10-01 (Chapter 5 SSIP, specific supplement list).

An S inspection and its multiples must be considered as a supplemental inspection of the airframe scheduled every 3750 flights (after application of SB F50-450).

NOTE: Those dedicated Supplemental Maintenance inspections are not included in AMM and not listed in Chapter 5-10-00. They are provided as part of the SB F50-450 package (AMM SSIP and Chapter 5 SSIP).

2. Corrosion Prevention 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 51-00-02 RPI].

In order to control the aircraft structure to corrosion level 1 or better on PSEs, the operator should implement a CPCP as per Chapter 05-15 (baseline) and comply and conform to the aircraft maintenance manual tasks listed in Chapter 5.10 and 5.20.

This baseline CPCP should be adapted by the operator to take into account "non standard" features of his aircraft, if any. In this case, the operator can find some guidelines in Chapter 05-15.

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. Consequently, operators are mandated to report any finding affecting a PSE to DASSAULT AVIATION when corrosion level 2

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or 3 is found. This will allow DASSAULT AVIATION to justify periodicity changes and to publish updates of the baseline CPCP.

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

D. NOTES

The following notes are the notes used in this document:

NOTE 1: Each landing on an unpaved runway shall be multiplied by 2 for the nose gear when calculating limited service life.

NOTE 2: Only applicable to A/C 1, 3 to 39 before SBF50-123 (equipped with MLG shock absorber end-fitting P/N D50493)

NOTE 3: Only applicable to A/C 1 to 85 before SBF50-124 (equipped with MLG strut actuator dash-pot sleeve P/N D52369)

NOTE 4: ENGINE 1 and 3 REAR ATTACHMENT AUXILIARY FITTING BOLT introduced by SB F50-0113 associated with French D.G.A.C. Airworthiness Directive No. 81-226-1 (B)

NOTE 5: Inspection to be performed at the next C inspection from effective date of revision 20

NOTE 6: For A/C having exceeded 20,000 FC, NDT check to be performed within 3750 FC from effective date of revision 20

NOTE 7: For A/C having exceeded 7300 FC, NDT check to be done within 600 FC from effective date of revision 19

NOTE 8: 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.

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E. AIRFRAME COMPONENTS WITH LIMITED SERVICE LIFE

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

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

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32: LANDING GEAR					
Component Functional Index	P/N	Limited service life	Remark	Scheduled maintenance task number	Title / Operation
L2GF - LH MLG leg	P/N C23791-10XX	20000 LDG	See Note (8)	32-11-00-960-801-01	REPLACEMENT OF THE MLG LEGS (DISCARD OF LIFE LIMITED PARTS) - LH MLG LEG (L2GF)
R2GF - RH MLG leg	P/N C23792-10XX	20000 LDG	See Note (8)	32-11-00-960-801-02	REPLACEMENT OF THE MLG LEGS (DISCARD OF LIFE LIMITED PARTS) - RH MLG LEG (R2GF)
L2GF7 - LH MLG pintle pin	P/N D48611 or P/N D52554-1 or P/N D52554-2	18670 LDG	A/C with SB F50-161 only (MTOW : 18.5T) See Note (8)	32-11-03-960-801-01	DISCARD OF THE MLG PINTLE PIN - LH MLG PINTLE PIN (L2GF7)
R2GF7 - RH MLG pintle pin	P/N D48611 or P/N D52554-1 or P/N D52554-2	18670 LDG	A/C with SB F50-161 only (MTOW : 18.5T) See Note (8)	32-11-03-960-801-02	DISCARD OF THE MLG PINTLE PIN - RH MLG PINTLE PIN (R2GF7)
L2GF5 - LH MLG shock absorber	P/N C23795-10 or P/N C23795-1001	16000 LDG	See Note (2) and (8)	32-11-05-350-801-01	RESTORATION OF THE MLG SHOCK ABSORBER (DISCARD OF END-FITTING) - LH MLG SHOCK ABSORBER (L2GF5)
R2GF5 - RH MLG shock absorber	P/N C23796-10 or P/N C23796-1001	16000 LDG	See Note (2) and (8)	32-11-05-350-801-02	RESTORATION OF THE MLG SHOCK ABSORBER (DISCARD OF END-FITTING) - RH MLG SHOCK ABSORBER (R2GF5)

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32: LANDING GEAR					
Component Functional Index	P/N	Limited service life	Remark	Scheduled maintenance task number	Title / Operation
<u>12G1 - LH MLG brace strut actuator</u>	P/N C23925-11-1	3550 LDG	See Note (3) and (8)	32-11-21-350-801-01	RESTORATION OF THE MLG BRACE ACTUATOR (DISCARD OF DASH-POT FITTING) - LH MLG BRACE STRUT ACTUATOR (12G1)
<u>12G2 - RH MLG brace strut actuator</u>	P/N C23926-11-1	3550 LDG	See Note (3) and (8)	32-11-21-350-801-02	RESTORATION OF THE MLG BRACE ACTUATOR (DISCARD OF DASH-POT FITTING) - RH MLG BRACE STRUT ACTUATOR (12G2)
<u>3GF - NLG leg</u>	P/N C23787-10XX	20000 LDG	See Note (1) and (8)	32-21-00-960-801-01	REPLACEMENT OF THE NLG LEG (DISCARD OF LIFE LIMITED PARTS) - NLG LEG (3GF)

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52: DOORS					
Component Functional Index	P/N	Limited service life	Remark	Scheduled maintenance task number	Title / Operation
<u>900MB1 - LH emergency exit door</u>	P/N F50B296001XX	26718 FC	See Note (8)	52-20-01-960-801-01	DISCARD OF THE EMERGENCY EXIT DOORS - LH EMERGENCY EXIT DOOR (900MB1)
<u>900MB2 - RH emergency exit door</u>	P/N F50B296001XX	26718 FC	See Note (8)	52-20-01-960-801-02	DISCARD OF THE EMERGENCY EXIT DOORS - RH EMERGENCY EXIT DOOR (900MB2)

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53: FUSELAGE					
Component Functional Index	P/N	Limited service life	Remark	Scheduled maintenance task number	Title / Operation
	[F50] P/N F50B237B5	17760 FC	A/C 107 only	53-40-07-960-801-01	DISCARD OF THE CENTERWING TANK LOWER PANELS

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57: WINGS					
Component Functional Index	P/N	Limited service life	Remark	Scheduled maintenance task number	Title / Operation
<u>L901CD - LH outboard airbrake center hinge</u>	P/N F50B165003001 or P/N FGFC165003001	20000 FC	See Note (8)	57-70-03-960-801-01	DISCARD OF OUTBOARD AIRBRAKE CENTER HINGE - LH OUTBOARD AIRBRAKE CENTER HINGE (L901CD)
<u>R901CD - RH outboard airbrake center hinge</u>	P/N F50B165003001 or P/N FGFC165003001	20000 FC	See Note (8)	57-70-03-960-801-02	DISCARD OF OUTBOARD AIRBRAKE CENTER HINGE - RH OUTBOARD AIRBRAKE CENTER HINGE (R901CD)

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71: POWER PLANT					
Component Functional Index	P/N	Limited service life	Remark	Scheduled maintenance task number	Title / Operation
<u>L912EZ - rear attachment auxiliary fitting bolt for engine 1</u>	[F50] P/N 3073361-1	1050 FH	See Note (4) and (8)	71-20-07-960-801-01	DISCARD OF THE ENGINE REAR ATTACHMENT AUXILIARY FITTING BOLT - ENGINE 1
<u>R912EZ - rear attachment auxiliary fitting bolt for engine 3</u>	[F50] P/N 3073361-1	1050 FH	See Note (4) and (8)	71-20-07-960-801-02	DISCARD OF THE ENGINE REAR ATTACHMENT AUXILIARY FITTING BOLT - ENGINE 3

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F. MANDATORY MAINTENANCE OPERATIONS

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

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

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21: AIR CONDITIONING					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
21-30-00-790-802-01	CMR	IN-FLIGHT CHECK OF CABIN SEALING	7000 FC then at 10000 FC	700 FC	Or procedure 21-30-00-790-801 (Ground check of cabin sealing)
21-32-00-710-801-01	CMR	OPERATIONAL TEST OF THE CABIN PRESSURIZATION SYSTEM	1550 FH	1550 FH	A/C with pressurization controller P/N 22201N061000 or P/N 22201D131700 test to be performed in manual mode only
21-32-06-200-801-03	CMR	INSPECTION / CHECK OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - CHECK OF OVERPRESSURE TIGHTNESS OF ELECTROPNEUMATIC VALVE (L74H)	1640 FH	1640 FH	See Note (8)
21-32-06-200-801-04	CMR	INSPECTION / CHECK OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - CHECK OF OVERPRESSURE TIGHTNESS OF PNEUMATIC VALVE (R74H)	1640 FH	1640 FH	See Note (8)
21-32-06-200-801-05	CMR	INSPECTION / CHECK OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - CHECK OF OVERPRESSURE RELIEF VALVE VACUUM SUPPLY LINES (975HP) AND (976HP)	7500 FH	7500 FH	See Note (8)
21-32-06-720-801-01	CMR	FUNCTIONAL TEST OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - ELECTROPNEUMATIC VALVE (L74H)	5000 FH	5000 FH	See Note (8)
21-32-06-720-801-02	CMR	FUNCTIONAL TEST OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - PNEUMATIC VALVE (R74H)	5000 FH	5000 FH	See Note (8)

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21: AIR CONDITIONING					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
21-32-17-720-801-01	CMR	FUNCTIONAL TEST OF THE BAGGAGE COMPARTMENT PRESSURE RELIEF VALVES - LH POSITIVE AND NEGATIVE PRESSURE RELIEF VALVE (L536H)	3700 FH	3700 FH	
21-32-17-720-801-02	CMR	FUNCTIONAL TEST OF THE BAGGAGE COMPARTMENT PRESSURE RELIEF VALVES - RH POSITIVE AND NEGATIVE PRESSURE RELIEF VALVE (R536H)	3700 FH	3700 FH	
21-32-33-710-801-01	CMR	OPERATIONAL TEST OF THE BAGGAGE COMPARTMENT ISOLATION AND SUPPLY VALVES - BAGGAGE COMPARTMENT ISOLATION VALVE (153H)	650 FH	650 FH	
21-32-33-710-801-02	CMR	OPERATIONAL TEST OF THE BAGGAGE COMPARTMENT ISOLATION AND SUPPLY VALVES - BAGGAGE COMPARTMENT HOT AIR SUPPLY VALVE (154H)	650 FH	650 FH	

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22: AUTO FLIGHT					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
22-13-01-350-801-01	CMR	RESTORATION OF THE YAW DAMPER ACTUATOR (OVERHAUL)	3000 FH	3000 FH	A/C with yaw damper actuator P/N 822-1793-001 or P/N 822-1795-001 See Note (8)

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25: EQUIPMENT / FURNISHINGS					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
25-11-05-200-801-01	FDBCK	VISUAL INSPECTION OF BUCKLE SPRING OF ANJOU AERONAUTIQUE SAFETY BELTS AND RESTRAINT SYSTEM (TYPE 343 AND 343-1)	18 M (*) (*) Life limit of 60 M for seat safety belt assembly		See CN 2002-105 (AB) and CN 2002-104 (AB)

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26: FIRE PROTECTION					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
26-10-00-720-801-01	CMR	FUNCTIONAL TEST OF THE PNEUMATIC FIRE DETECTORS - ENGINE 1 FIRE DETECTOR (L2W)	5600 FH	5600 FH	See Note (8)
26-10-00-720-801-02	CMR	FUNCTIONAL TEST OF THE PNEUMATIC FIRE DETECTORS - ENGINE 2 FIRE DETECTOR (M2W)	5600 FH	5600 FH	See Note (8)
26-10-00-720-801-03	CMR	FUNCTIONAL TEST OF THE PNEUMATIC FIRE DETECTORS - ENGINE 3 FIRE DETECTOR (R2W)	5600 FH	5600 FH	See Note (8)
26-10-00-720-801-04	CMR	FUNCTIONAL TEST OF THE PNEUMATIC FIRE DETECTORS - APU FIRE DETECTOR (72W)	5600 FH	5600 FH	See Note (8)
26-10-00-720-801-05	CMR	FUNCTIONAL TEST OF THE PNEUMATIC FIRE DETECTORS - REAR COMPARTMENT FIRE DETECTOR (22W)	5600 FH	5600 FH	See Note (8)
26-10-00-720-801-06	CMR	FUNCTIONAL TEST OF THE PNEUMATIC FIRE DETECTORS - LH MLG BAY FIRE DETECTOR (29W1)	5600 FH	5600 FH	See Note (8)
26-10-00-720-801-07	CMR	FUNCTIONAL TEST OF THE PNEUMATIC FIRE DETECTORS - RH MLG BAY FIRE DETECTOR (29W2)	5600 FH	5600 FH	See Note (8)

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27: FLIGHT CONTROLS					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
27-22-01-350-802-01	CMR	RESTORATION OF THE RUDDER SERVO-ACTUATOR (FUNCTIONAL TEST)	10000 FH	10000 FH	See Note (8)
27-32-01-350-801-01	CMR	RESTORATION OF THE ELEVATOR SERVO-ACTUATOR (FUNCTIONAL TEST)	10000 FH	10000 FH	See Note (8)
27-32-03-350-801-01	CMR	RESTORATION OF THE GUST DAMPING VALVE (FUNCTIONAL TEST)	10000 FH	10000 FH	See Note (8)
27-40-17-720-801-01	CMR	FUNCTIONAL TEST OF THE HORIZONTAL STABILIZER RELAY BOX	5000 FH	5000 FH	
27-60-00-720-802-01	CMR	FUNCTIONAL TEST OF THE AIRBRAKE SYSTEM	10000 FH	10000 FH	control panel microswitch test

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28: FUEL					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
28-21-13-790-801-01	CMR	LEAK TEST OF THE FUEL SHUT-OFF VALVES - ENGINE 1 SHUT-OFF VALVE INTEGRATED IN BP 1 MANIFOLD (L14QD)	1530 FH	1530 FH	
28-21-13-790-801-02	CMR	LEAK TEST OF THE FUEL SHUT-OFF VALVES - ENGINE 2 SHUT-OFF VALVE INTEGRATED IN BP 2 MANIFOLD (M14QD)	1530 FH	1530 FH	
28-21-13-790-801-03	CMR	LEAK TEST OF THE FUEL SHUT-OFF VALVES - ENGINE 3 SHUT-OFF VALVE INTEGRATED IN BP 3 MANIFOLD (R14QD)	1530 FH	1530 FH	
28-21-16-610-801-01	CMR	SERVICING OF THE FUEL SHUT-OFF VALVES CONTROL CABLES - SERVICING OF THE CONTROL CABLES AND CHECKING OF THE SHUT-OFF VALVES OPENING/CLOSING	1000 FH or 13 M	1000 FH or 13 M	

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31: INDICATING - RECORDING SYSTEMS					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
31-60-00-710-801-01	CMR	OPERATIONAL TEST OF THE ENGINE INDICATOR ELECTRONIC DISPLAY (EIED)	1530 FH	1530 FH	A/C with TFE 731-40 ENGINES Test of EIED reconfiguration

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52: DOORS					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
52-10-00-610-801-05	ALI	SERVICING OF THE PASSENGER DOOR - CHECK OF DOOR LOCKED INDICATION	800 FH	800 FH	
52-10-07-220-801-01	CMR	DETAILED INSPECTION OF THE PASSENGER DOOR LOCKING HOOKS	5995 FC	2000 FC	A/C without M141
52-10-07-220-801-01	CMR	DETAILED INSPECTION OF THE PASSENGER DOOR LOCKING HOOKS	11435 FC	3750 FC	A/C with M141
52-20-00-610-801-03	ALI	SERVICING OF THE EMERGENCY EXIT DOOR - UNLOCKING TEST FROM INSIDE OF THE LH EMERGENCY EXIT DOOR	24 M	24 M	EASA AD No 2006-0149
52-20-00-610-801-04	ALI	SERVICING OF THE EMERGENCY EXIT DOOR - UNLOCKING TEST FROM INSIDE OF THE RH EMERGENCY EXIT DOOR	24 M	24 M	EASA AD No 2006-0149
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52-30-00-200-801-01	SSIP	VISUAL INSPECTION OF THE BAGGAGE COMPARTMENT DOOR	26299 FC	3750 FC	A/C with M142 (SB F50-177)
52-30-00-200-802-01	CMR	INSPECTION OF THE BAGGAGE COMPARTMENT DOOR FORWARD SIDE FOLD	7034 FC	3028 FC	[F50] A/C without M142 (SB F50-177)

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52: DOORS					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
52-70-11-710-801-01	CMR	OPERATIONAL TEST OF THE S-DUCT DOOR POSITION INDICATING MICROSWITCH	10000 FH	10000 FH	

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53: FUSELAGE					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
53-00-00-200-802-01	SSIP	VISUAL INSPECTION OF THE SKIN PANELS - FRAME 7 TO FRAME 31	20000 FC	3750 FC	
53-00-00-250-802-01	SSIP	EDDY-CURRENT INSPECTION OF THE FUSELAGE FRAMEWORK AROUND THE WINDOWS IN T2 AND T3 SECTIONS	31250 FC	7500 FC	
53-04-01-220-801-01	SSIP	DETAILED INSPECTION OF THE FLOOR PANEL OMEGAS AT FRAMES 18-19	27500 FC	7500 FC	
53-04-05-250-801-01	SSIP	EDDY-CURRENT INSPECTION OF FLOOR PANEL STIFFENERS BETWEEN FRAMES 31 AND 35	20000 FC	3750 FC	
53-10-03-250-802-01	SSIP	EDDY-CURRENT INSPECTION OF THE PASSENGER DOOR FRAME CORNERS	31250 FC	3750 FC	
53-10-05-250-801-01	SSIP	EDDY-CURRENT INSPECTION OF FRAME 12 AROUND PAX DOOR TELESCOPIC ROD FITTING	20000 FC	3750 FC	
53-10-31-220-801-01	SSIP	DETAILED INSPECTION OF COCKPIT UPPER SKIN JUNCTION WITH WINDSHIELD AND WINDOW FRAMES	20000 FC	1272 FC	
53-10-39-220-801-01	SSIP	DETAILED INSPECTION OF THE LOWER SECTION OF THE COCKPIT WINDSHIELD / WINDOW FRAMES	20000 FC	3750 FC	
53-10-39-220-803-01	CMR	DETAILED INSPECTION OF THE SCREWS ATTACHING THE WINDSHIELD FRAMES TO FRAME 0	6674 FC	3400 FC	A/C without M281

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53: FUSELAGE					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
53-10-39-220-803-01	CMR	DETAILED INSPECTION OF THE SCREWS ATTACHING THE WINDSHIELD FRAMES TO FRAME 0	10525 FC	3750 FC	A/C with M281
53-10-39-220-804-01	CMR	DETAILED INSPECTION OF THE FRAME OF THE LH AND RH REAR COCKPIT WINDOWS - LH SIDE REAR WINDOW	12000 FC	2000 FC	[F50] A/C (001-030 and 032-041) and with SB F50-198
53-10-39-220-804-01	CMR	DETAILED INSPECTION OF THE FRAME OF THE LH AND RH REAR COCKPIT WINDOWS - LH SIDE REAR WINDOW	16192 FC	2854 FC	[F50] A/C (001-030 and 032-041) and without SB F50-198
53-10-39-220-804-02	CMR	DETAILED INSPECTION OF THE FRAME OF THE LH AND RH REAR COCKPIT WINDOWS - RH SIDE REAR WINDOW	12000 FC	2000 FC	[F50] A/C (001-030 and 032-041) and with SB F50-198
53-10-39-220-804-02	CMR	DETAILED INSPECTION OF THE FRAME OF THE LH AND RH REAR COCKPIT WINDOWS - RH SIDE REAR WINDOW	16192 FC	2854 FC	[F50] A/C (001-030 and 032-041) and without SB F50-198

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53: FUSELAGE					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
53-10-39-220-805-01	CMR	DETAILED INSPECTION OF THE FRAME OF THE RH COCKPIT LATERAL WINDOW	10050 FC	2719 FC	[F50] A/C without M322
53-10-39-250-802-01	SSIP	EDDY-CURRENT INSPECTION OF THE COCKPIT WINDSHIELD / WINDOW FRAMES	20000 FC	3750 FC	
53-10-39-270-802-01	SSIP	ULTRASONIC CHECK OF THE VERTICAL POSTS OF THE COCKPIT WINDSHIELDS AND WINDOWS	20000 FC	3750 FC	
53-10-41-220-801-01	CMR	DETAILED INSPECTION OF THE ATTACHMENT FITTING OF THE NLG ACTUATOR	10000 LDG	7500 LDG	
53-10-45-250-801-01	SSIP	EDDY-CURRENT INSPECTION OF THE NLG BAY SKIN PANEL AND DOOR FRAME AT FRAME 7	31250 FC	3750 FC	
53-30-00-220-802-01	CMR	INSPECTION OF THE CENTER FLOOR ANGLE PIECE, RH SIDE BETWEEN FRAME 19 AND FRAME 26	16192 FC	4764 FC	A/C without M313
53-30-00-220-802-01	SSIP	INSPECTION OF THE CENTER FLOOR ANGLE PIECE, RH SIDE BETWEEN FRAME 19 AND FRAME 26	20000 FC	7500 FC	A/C with M313
53-30-00-220-803-01	CMR	DETAILED INSPECTION OF THE FLOOR PICK-UP ANGLE AT FRAME 27 AND OF THE FLOOR PANEL BETWEEN FRAME 26 AND FRAME 29	10000 FC	3750 FC	
53-30-00-220-805-01	SSIP	DETAILED INSPECTION OF FUSELAGE SKIN IN SPLICE AREA AT STRINGER 13 BETWEEN FRAME 13 AND 18	30000 FC	5000 FC	

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53: FUSELAGE					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
53-30-00-250-801-01	SSIP	EDDY-CURRENT INSPECTION OF THE EMERGENCY EXIT DOOR FRAME ROUNDED ANGLES	20000 FC	7500 FC	
53-30-00-250-803-01	SSIP	EDDY-CURRENT INSPECTION OF THE FINGER PLATE OF CIRCUMFERENTIAL SPLICE AT FRAMES 19 AND 26	20000 FC	7500 FC	
53-30-01-220-801-01	CMR	DETAILED INSPECTION OF THE FEEDER TANKS	74 M	74 M	
53-30-01-790-801-01	CMR	LEAK TEST OF THE FEEDER TANK	7 M	13 M	A/C 222-286, 288, 290, 291 and without SB F50-328
53-40-00-220-802-01	CMR	DETAILED INSPECTION OF THE FUSELAGE STRUCTURAL FUEL TANKS	74 M	74 M	See Note (5)
53-40-07-220-801-01	SSIP	DETAILED INSPECTION OF THE CENTERWING TANK LOWER PANELS	20000 FC	7500 FC	
53-40-07-220-801-01	ALI	DETAILED INSPECTION OF THE CENTERWING TANK LOWER PANELS	Oct. 2012	74 M	[F50] A/C 107
53-40-07-250-801-01	SSIP	EDDY-CURRENT INSPECTION OF CENTERWING TANK LOWER PANEL SPLICE	20000 FC	7500 FC	

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53: FUSELAGE					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
53-40-07-280-801-01	SSIP	SPECIAL DETAILED INSPECTION (ULTRASONIC) OF CENTERWING TANK LOWER PANELS AND MAPPING OF REWORKED AREAS	20000 FC	7500 FC	
53-50-34-220-801-01	SSIP	DETAILED INSPECTION OF THE FRAME 34 UPPER AND LOWER SECTIONS	20000 FC	3750 FC	
53-50-35-220-802-01	SSIP	DETAILED INSPECTION OF THE FRAME 35 UPPER AND LOWER SECTIONS	20000 FC	3750 FC	
53-50-35-250-801-01	SSIP	EDDY-CURRENT INSPECTION OF THE FRAME 35 VERTICAL BEAMS	20000 FC	3750 FC	
53-50-44-220-801-01	SSIP	DETAILED INSPECTION OF THE FIN STUB FRONT SPAR	20000 FC	7500 FC	

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54: NACELLES AND PYLONS					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
54-50-00-220-802-01	SSIP	DETAILED INSPECTION OF PYLON UPPER FLANGE RIBS AT FRAME 32	20000 FC	7500 FC	

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55: STABILIZERS					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
55-00-00-270-801-01	SSIP	ULTRASONIC INSPECTION FOR STRESS CORROSION IN STABILIZER HINGES	20000 FC	3750 FC	
55-10-00-220-803-01	SSIP	DETAILED INSPECTION OF HORIZONTAL STABILIZER UPPER PANELS BETWEEN ROOT AND RIB 2	20000 FC	7500 FC	
55-10-31-220-801-01	ALI	DIMENSIONAL CHECK OF HORIZONTAL STABILIZER REAR HINGE BUSHINGS	3750 FC	3750 FC	AD No 1997-370-020 R2
55-10-39-220-801-01	SSIP	DETAILED INSPECTION OF HORIZONTAL STABILIZER ACTUATOR ATTACHMENT FITTINGS AND PINS	20000 FC	3750 FC	
55-20-00-220-801-01	SSIP	DETAILED INSPECTION OF THE ELEVATORS SKIN AND HINGE FITTINGS	20000 FC	3750 FC	
55-40-00-220-801-01	SSIP	DETAILED INSPECTION OF THE RUDDER SKIN AND HINGE FITTINGS	20000 FC	3750 FC	

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57: WINGS					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
57-10-00-290-801-01	CMR	BORESCOPE INSPECTION OF THE WING TANKS	74 M	74 M	
57-10-01-220-801-01	SSIP	DETAILED INSPECTION OF LOWER WING PANELS	20000 FC	7500 FC	
57-10-01-270-801-01	CMR	ULTRASONIC INSPECTION OF THE WING LOWER SURFACE PANEL STIFFENERS BETWEEN RIBS 13 AND 17	14200 FC	5350 FC	
57-10-01-280-801-01	SSIP	SPECIAL DETAILED INSPECTION (ULTRASONIC) OF LOWER WING PANELS AND MAPPING OF REWORKED AREAS	20000 FC	7500 FC	
57-10-14-200-801-01	SSIP	INSPECTION OF WING FRONT SPAR FROM ROOT TO RIB 8 AND FROM RIB 9 TO RIB 17	20000 FC	7500 FC	
57-10-14-200-802-01	SSIP	INSPECTION OF WING FRONT SPAR FROM RIB 8 TO RIB 9	20000 FC	3750 FC	
57-10-15-200-801-01	SSIP	INSPECTION OF WING REAR SPAR 1 FROM ROOT TO RIB 3	20000 FC	3750 FC	
57-10-15-200-802-01	SSIP	INSPECTION OF WING REAR SPAR 2 FROM RIB 3 TO RIB 17	20000 FC	7500 FC	
57-10-15-250-801-01	SSIP	EDDY-CURRENT INSPECTION OF WING REAR SPAR RIB 8 SPLICE	20000 FC	3750 FC	

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57: WINGS					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
57-45-25-250-801-01	SSIP	EDDY CURRENT INSPECTION OF SLAT TRACKS	20000 FC	3750 FC	See Note (6)
57-55-21-250-801-01	CMR	EDDY-CURRENT INSPECTION OF THE FLAP TRACKS 2 AND 5	7900 FC	6800 FC	See Note (7)
57-60-00-220-801-01	SSIP	DETAILED INSPECTION OF THE AILERON SKIN AND HINGE FITTINGS	20000 FC	3750 FC	

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71: POWER PLANT					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
71-20-01-220-801-01	SSIP	DETAILED INSPECTION OF ENGINE 1 AND 3 FRONT AND REAR MOUNTS	20000 FC	3750 FC	
71-20-11-220-801-01	SSIP	DETAILED INSPECTION OF ENGINE 2 HOISTING PLATE AND MOUNTS	20000 FC	3750 FC	

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73: ENGINE FUEL AND CONTROL					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
73-20-01-710-802-01	CMR	OPERATIONAL TEST OF THE ENGINE 1 DIGITAL ELECTRONIC COMPUTER (DEEC 1) DUAL POWER SUPPLY	1530 FH	1530 FH	A/C with TFE 731-40 ENGINES

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78: EXHAUST					
Scheduled maintenance task number	Origin	Title / Operation	First Inspection	Interval	Remarks
78-31-00-250-802-01	CMR	SPECIAL DETAILED INSPECTION (FLUORESCENT PENETRANT) OF THE THRUST REVERSER DOOR HINGE FITTINGS - LH THRUST-REVERSER DOOR (456DL)	28000 FC	1155 FC	
78-31-00-250-802-02	CMR	SPECIAL DETAILED INSPECTION (FLUORESCENT PENETRANT) OF THE THRUST REVERSER DOOR HINGE FITTINGS - RH THRUST-REVERSER DOOR (456DR)	28000 FC	1155 FC	

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