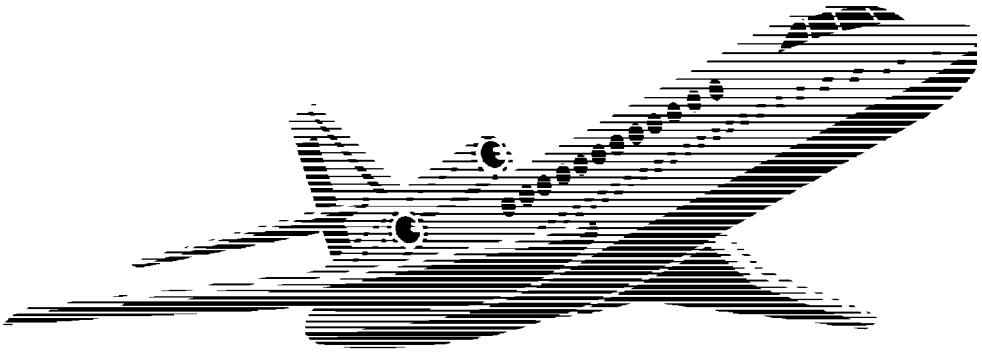
DASSAULT AVIATION

FALCON 900



MAINTENANCE MANUAL
CHAPTER 5-40

AIRWORTHINESS LIMITATIONS

ORIGINAL – March1986
REVISION 24 – September 2018

DGT 113873-PUB 471 or 476

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CHAPTER 5-40

INFORMATION TO OPERATORS

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

Modifications and corrections contained in this revision are:

- Section E. : Addition of NOTE (7) on corresponding maintenance operations,
- Section F. :

UP FIELD 5	***Title***	***Effectivity***	***Update description auto***
27-35-07-350-801-01	RESTORATION OF THE PITCH AUXILIARY AFU (DISCARD OF BUSHINGS 1050450002) - PITCH AAFU (523CW)	P/N 105045-10	Note updated from [French D.G.A.C. AD-98-429-023 (B) and FAA AD 99-19-24] to [French D.G.A.C. AD-98-429-023 (B) and FAA AD 99-19-24 See note (7)]
32-11-00-960-801-01	REPLACEMENT OF THE MLG LEGS (DISCARD OF LIFE LIMITED PARTS) - LH MLG LEG (L2GF)	P/N D22801100-X or P/N D22801400-X	Note created [See note (7)]
32-11-00-960-801-02	REPLACEMENT OF THE MLG LEGS (DISCARD OF LIFE LIMITED PARTS) - RH MLG LEG (R2GF)	P/N D22802100-X or P/N D22802400-X	Note created [See note (7)]
32-21-00-960-801-01	REPLACEMENT OF THE NLG LEG (DISCARD OF LIFE LIMITED PARTS) - NLG LEG (3GF)	P/N D22811200-X or P/N D22811400-X	Note created [See note (7)]

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- Section G. :

UP FIELD 5	*Title*	*Effectivity*	*Update description auto*
21-32-06-200-801-03	INSPECTION / CHECK OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - CHECK OF OVERPRESSURE TIGHTNESS OF ELECTROPNEUMATIC VALVE (4HP)		Note created [See note (7)] Periodicity updated from [1630 FH then every 1630 FH] to [1640 FH then every 1640 FH]
21-32-06-200-801-04	INSPECTION / CHECK OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - CHECK OF OVERPRESSURE TIGHTNESS OF PNEUMATIC VALVE (5HP)		Note created [See note (7)] Periodicity updated from [1630 FH then every 1630 FH] to [1640 FH then every 1640 FH]
21-32-06-200-801-05	INSPECTION / CHECK OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - CHECK OF OVERPRESSURE RELIEF VALVE VACUUM SUPPLY LINES (975HP) AND (976HP)		Note created [See note (7)]
21-32-06-720-801-01	FUNCTIONAL TEST OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - ELECTROPNEUMATIC VALVE (4HP)		Note created [See note (7)]
21-32-06-720-801-02	FUNCTIONAL TEST OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - PNEUMATIC VALVE (5HP)		Note created [See note (7)]
27-22-01-350-801-01	RESTORATION OF THE RUDDER SERVO-ACTUATOR (FUNCTIONAL TEST) - RUDDER SERVO-ACTUATOR (571CC)		Note created [See note (7)]

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27-32-01-350-801-01	RESTORATION OF THE ELEVATOR SERVO-ACTUATOR (FUNCTIONAL TEST) - ELEVATOR SERVO-ACTUATOR (522CW)		Note created [See note (7)]
27-53-01-350-801-01	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - LH OUTBOARD FLAP SCREW JACK (L502CG)	P/N 1-5319-3	Note updated from [See note (5)] to [See note (5) and note (7)]
27-53-01-350-801-02	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	P/N 5318-3	Note updated from [See note (5)] to [See note (5) and note (7)]
27-53-01-350-801-03	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	P/N 5318-3	Note updated from [See note (5)] to [See note (5) and note (7)]
27-53-01-350-801-04	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	P/N 5318-3	Note updated from [See note (5)] to [See note (5) and note (7)]
27-53-01-350-801-05	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	P/N 5318-3	Note updated from [See note (5)] to [See note (5) and note (7)]
27-53-01-350-801-06	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - RH OUTBOARD FLAP SCREW JACK (R502CG)	P/N 2-5319-3	Note updated from [See note (5)] to [See note (5) and note (7)]
27-53-01-350-802-01	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - LH OUTBOARD FLAP SCREW JACK (L502CG)	P/N 1-5319-1 or P/N 1-5319-2	Note updated from [See note (2)] to [See note (2) and note (7)]
27-53-01-350-802-02	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	P/N 5318-1 or P/N 5318-1 Amdt A	Note updated from [See note (1)] to [See note (1) and note (7)]
27-53-01-350-802-02	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	P/N 5318-2	Note created [See note (7)]

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27-53-01-350-802-03	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	P/N 5318-1 or P/N 5318-1 Amdt A	Note updated from [See note (1)] to [See note (1) and note (7)]
27-53-01-350-802-03	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	P/N 5318-2	Note created [See note (7)]
27-53-01-350-802-04	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	P/N 5318-1 or P/N 5318-1 Amdt A	Note updated from [See note (1)] to [See note (1) and note (7)]
27-53-01-350-802-04	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	P/N 5318-2	Note created [See note (7)]
27-53-01-350-802-05	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	P/N 5318-1 or P/N 5318-1 Amdt A	Note updated from [See note (1)] to [See note (1) and note (7)]
27-53-01-350-802-05	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	P/N 5318-2	Note created [See note (7)]
27-53-01-350-802-06	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - RH OUTBOARD FLAP SCREW JACK (R502CG)	P/N 2-5319-1 or P/N 2-5319-2	Note updated from [See note (2)] to [See note (2) and note (7)]
27-53-01-720-803-01	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH OUTBOARD FLAP SCREW JACK (L502CG)	P/N 1-5319-1 or P/N 1-5319-1 Amdt A	Note created [See note (7)]
27-53-01-720-803-01	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH OUTBOARD FLAP SCREW JACK (L502CG)	P/N 1-5319-2	Note created [See note (7)]
27-53-01-720-803-01	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH OUTBOARD FLAP SCREW JACK (L502CG)	P/N 1-5319-3	Note created [See note (7)]

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27-53-01-720-803-02	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	P/N 5318-1 or P/N 5318-1 Amdt A	Note created [See note (7)]
27-53-01-720-803-02	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	P/N 5318-2	Note created [See note (7)]
27-53-01-720-803-02	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	P/N 5318-3	Note created [See note (7)]
27-53-01-720-803-03	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	P/N 5318-1 or P/N 5318-1 Amdt A	Note created [See note (7)]
27-53-01-720-803-03	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	P/N 5318-2	Note created [See note (7)]
27-53-01-720-803-03	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	P/N 5318-3	Note created [See note (7)]
27-53-01-720-803-04	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	P/N 5318-1 or P/N 5318-1 Amdt A	Note created [See note (7)]
27-53-01-720-803-04	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	P/N 5318-2	Note created [See note (7)]
27-53-01-720-803-04	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	P/N 5318-3	Note created [See note (7)]
27-53-01-720-803-05	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	P/N 5318-1 or P/N 5318-1 Amdt A	Note created [See note (7)]
27-53-01-720-803-05	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	P/N 5318-2	Note created [See note (7)]

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27-53-01-720-803-05	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	P/N 5318-3	Note created [See note (7)]
27-53-01-720-803-06	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH OUTBOARD FLAP SCREW JACK (R502CG)	P/N 2-5319-1 or P/N 2-5319-1 Amdt A	Note created [See note (7)]
27-53-01-720-803-06	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH OUTBOARD FLAP SCREW JACK (R502CG)	P/N 2-5319-2	Note created [See note (7)]
27-53-01-720-803-06	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH OUTBOARD FLAP SCREW JACK (R502CG)	P/N 2-5319-3	Note created [See note (7)]
53-50-00-220-807-01	DETAILED INSPECTION OF THE FRAME 30 UPPER PART		Note removed [At the effective date of chapter 5-40 DGT 113873 revision 22, for A/C having exceeded 5088FC, comply with the first inspection no later than the next A check.]

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This document is divided into 7 paragraphs:

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

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A. HISTORY OF REVISION

Approved by the E.A.S.A.
Date of approval:
- **Original edition** DMD 35543 § 5-40: March 13, 1986
- **Revision 1** DMD 35543 § 5-40: April 24, 1986
- **Revision 2** DMD 35543 § 5-40: November 21, 1986
- **Revision 3** DMD 35543 § 5-40: October 15, 1987
- **Revision 4** DMD 35543 § 5-40: May 2, 1988
- **Revision 5** DMD 35543 § 5-40: December 5, 1989
- **Revision 6** DMD 35543 § 5-40: April 26, 1991
- **Revision 7** DMD 35543 § 5-40: March 18, 1992
- **Revision 8** DMD 35543 § 5-40: February 4, 1994
- **Revision 9** DMD 35543 § 5-40: October 27, 1997
- **Revision 10** DMD 35543 § 5-40: September 17, 1998
- **Revision 11** DMD 35543 § 5-40: December 23, 1999
- **Revision 12** DMD 35543 § 5-40: October 20, 2000
- **Revision 13** DMD 35543 § 5-40: March 25, 2003
- **Revision 14** DMD 35543 § 5-40: November 28, 2005
- **Revision 15** DMD 35543 § 5-40: October 25, 2006
- **Revision 16** DGT 113873 supersedes DMD 35543 § 5-40: EASA approved under EASA.A.C.10057 on July 4,
- **Revision 17** DGT 113873:

This revision 17 is the compilation of the following EASA changes, with no further technical changes:
· Temporary Revision 01, EASA approved under EASA.A.C.11570 on January 26, 2009
· Temporary Revision 02, EASA approved under EASA.A.C.11441 revision 1 on February 02, 2009
· Change proposal 04, EASA approved under 10028131 on December 03, 2009
The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5013. 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: April 19, 2010.
- **Revision 18** DGT 113873:

This revision 18 is the compilation of the following EASA changes, with no further technical changes:
· Change proposal 03, EASA approved under 10029544 on March 31, 2010
The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5020. 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 03, 2010.
- **Revision 19** DGT 113873:

This revision 19 is the compilation of the following EASA changes, with no further technical changes:
· Change proposal 05, EASA approved under change reference M5666

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The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5025. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: August 12, 2011.

- **Revision 20** DGT 113873:

This complete revision 20 is the renumbering of tasks, the presentation of the chapter, the introduction of the Corrosion Prevention Control Program and the integration of the following EASA change proposal:

- CP 006, EASA approved under change reference M5739

The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5041. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: December 17, 2012

- **Revision 21** DGT 113873:

This revision 21 is the compilation of the EASA changes, with no further technical changes. The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5085. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: January 07, 2015.

- **Revision 22** DGT 113873:

This revision 22 is the compilation of the following EASA changes, with no further technical changes:

- CP 0011, EASA approved under change reference M5931
- CP 0012, EASA approved under change reference M5935

The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5106. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: March 31, 2016

- **Revision 23** DGT 113873:

This revision 23 is the compilation of the following EASA changes, with no further technical changes:

- CP014, EASA approved under change reference M5988

The technical content of this revision is approved under DOA EASA.21J.051 authority by reference R5123. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this revision: November 30, 2017

- **Revision 24** DGT 113873:
- This revision is the compilation of the following changes approved under DOA EASA.21J051 authority , with no further technical changes :

- LSA-CP0067: LSA data impact related to 5-40 update.

The technical content of this revision is approved under DOA EASA.21J051 authority by reference R5126. This approval means that the revision has been prepared exclusively with already EASA approved data and is released under DOA procedures.
Effective date of this Chapter 5-40: November 30.2018.

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B. GENERAL

This document is applicable to F900.

This section contains instructions pertaining to Airworthiness (refer to FAR 25 - 1529 Appendix H, paragraph H25-4 and amendment 25-54). These instructions apply to components and systems designed and approved by DASSAULT AVIATION and included in the aircraft type design. This section contains instructions pertaining to Airworthiness of aircraft and Safe Life limitations, until the Design Service Goal (20,000 flights/30,000 flying hours).

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

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

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

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

1. Definition of a Standard Aircraft

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

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

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

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

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

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

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

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

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

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

2. Important

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

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

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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3. Updating of 5-40 sections

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

4. List of unit

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. CORROSION PREVENTION CONTROL PROGRAM

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

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

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

D. INSTRUCTIONS FOR CPCP

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

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

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E. NOTES

The following notes are the notes used in this document:

NOTE (1): For actuator 5318-1 and 5318-1 Amdt A used solely on the external points of inboard flaps this limitation is increased to 2200 LDG, in this case, check of screw/nut play (27-53-01-720-803- TSK) is to be performed at 600 LDG then every 330 FH or 7 M.
It is prohibited to swap actuators between inboard flap inboard position and inboard flap outboard position.

NOTE (2): For screwjack having exceeded 2100 LDG at the effective date of the revision 19, upgrade to be done within 400 LDG not to exceed 3500 LDG.
For screwjack having exceeded 3450 LDG at the effective date of the revision 19, upgrade to be done within 50 LDG.

NOTE (3): Operation covered by structural inspections 53-10-00-210-802- TSK, 53-40-00-210-802- TSK, 55-00-00-210-801- TSK and 57-00-00-210-801- TSK scheduled every 2 Y.

NOTE (4): After revision 17, compliance with former "INSPECTION OF THE FUSELAGE SKIN - FRAME 0 TO FRAME 4”- MP 53-10-00-200-810- TSK" is equivalent to compliance with "Inspection of cockpit skin - Operation: Outside general visual inspection - MP 53-051".
For A/C having exceeded the first repeat inspection frequency limit, inspection to be done within 150 FC from effective date of revision 18.

NOTE (5): For A/C having exceeded the maximum number of landings limit, overhaul to be done within 50 LDG from effective date of revision 17.

NOTE (6): For A/C having exceeded 10750 LDG, inspection to be done within 500 LDG from effective date of revision 18.

NOTE (7): This task must be performed on components. The value of the interval given for each component considers its cumulated presence on one or several aircraft. Unless specified (APU-H for example), the unit of the interval is expressed in measurable aircraft level figures (aircraft flight hours, aircraft cycles or age) and not in component operating time.

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F. AIRFRAME COMPONENTS WITH LIMITED SERVICE LIFE

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

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

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27: FLIGHT CONTROLS					
Component Functional Index	**P/N**	**Limited service life**	**Remark**	**Scheduled maintenance task number**	**Title / Operation**
523CW - pitch AAFU	P/N 105045-10	2000 LDG	French D.G.A.C. AD-98-429-023 (B) and FAA AD 99-19-24 See note (7)	27-35-07-350-801	RESTORATION OF THE PITCH AUXILIARY AFU (DISCARD OF BUSHINGS 1050450002)

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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 D22801100-X or P/N D22801400-X	20000 LDG	See note (7)	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 D22802100-X or P/N D22802400-X	20000 LDG	See note (7)	32-11-00-960-801-02	REPLACEMENT OF THE MLG LEGS (DISCARD OF LIFE LIMITED PARTS) - RH MLG LEG (R2GF)
3GF - NLG leg	P/N D22811200-X or P/N D22811400-X	20000 LDG	See note (7)	32-21-00-960-801-01	REPLACEMENT OF THE NLG LEG (DISCARD OF LIFE LIMITED PARTS) - NLG LEG (3GF)

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G. MANDATORY MAINTENANCE OPERATIONS

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

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

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21: AIR CONDITIONING					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
21-32-06-200-801-03 21-308	CMR	INSPECTION / CHECK OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - CHECK OF OVERPRESSURE TIGHTNESS OF ELECTROPNEUMATIC VALVE (4HP)	1640 FH	1640 FH	See note (7)
21-32-06-200-801-04 21-308	CMR	INSPECTION / CHECK OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES - CHECK OF OVERPRESSURE TIGHTNESS OF PNEUMATIC VALVE (5HP)	1640 FH	1640 FH	See note (7)
21-32-06-200-801-05 21-308	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 (7)
21-32-06-720-801	CMR	FUNCTIONAL TEST OF THE ELECTROPNEUMATIC AND PNEUMATIC VALVES	14300 FH	14300 FH	See note (7)

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25: EQUIPMENT / FURNISHINGS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
25-11-05-200-801	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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27: FLIGHT CONTROLS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
27-00-00-220-801 27-003	CMR	INTEGRITY CHECK AND VISUAL INSPECTION FOR CORROSION AND EXTERNAL LEAKS ON FLIGHT CONTROL HYDRAULIC COMPONENTS	4000 FH	4000 FH	See note (3)
27-00-00-720-803 27-002	CMR	FUNCTIONAL TEST OF THE AUXILIARY AFU (AAFU CONNECTION AND VISUAL INSPECTION)	10000 FH	10000 FH	
27-14-05-720-801 27-108	CMR	FUNCTIONAL TEST OF THE ROLL TRIM CONTROL SAFETY RELAYS	20000 FH	20000 FH	
27-22-01-350-801	CMR	RESTORATION OF THE RUDDER SERVO-ACTUATOR (FUNCTIONAL TEST)	4000 FH	4000 FH	See note (7)
27-24-05-720-802 27-211	CMR	FUNCTIONAL TEST OF THE YAW TRIM CONTROL SAFETY RELAYS	20000 FH	20000 FH	
27-32-01-350-801	CMR	RESTORATION OF THE ELEVATOR SERVO-ACTUATOR (FUNCTIONAL TEST)	14000 FH	14000 FH	See note (7)
27-40-15-710-801 27-412	CMR	OPERATIONAL TEST OF THE HS EMERGENCY TRIM CONTROL RELAY	16000 FH	16000 FH	
27-40-17-720-801 27-405	CMR	FUNCTIONAL TEST OF THE HORIZONTAL STABILIZER RELAY BOX	5000 FH	5000 FH	
27-50-00-720-802 27-502	CMR	FUNCTIONAL TEST OF THE FLAP ASYMMETRY DETECTION SYSTEM	450 FH	450 FH	A/C with AVIAC flap control system
27-50-00-720-802 27-502	CMR	FUNCTIONAL TEST OF THE FLAP ASYMMETRY DETECTION SYSTEM	1800 FH	1800 FH	A/C with DED flap control system

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27: FLIGHT CONTROLS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
27-53-01-350-801-01	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - LH OUTBOARD FLAP SCREW JACK (L502CG)	4500 LDG	4500 LDG	P/N 1-5319-3 See note (5) and note (7)
27-53-01-350-801-02	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	3500 LDG	3500 LDG	P/N 5318-3 See note (5) and note (7)
27-53-01-350-801-03	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	3500 LDG	3500 LDG	P/N 5318-3 See note (5) and note (7)
27-53-01-350-801-04	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	3500 LDG	3500 LDG	P/N 5318-3 See note (5) and note (7)
27-53-01-350-801-05	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	3500 LDG	3500 LDG	P/N 5318-3 See note (5) and note (7)
27-53-01-350-801-06	FDBCK	RESTORATION OF THE FLAP SCREW JACKS (OVERHAUL) - RH OUTBOARD FLAP SCREW JACK (R502CG)	4500 LDG	4500 LDG	P/N 2-5319-3 See note (5) and note (7)
27-53-01-350-802-01	FDBCK	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - LH OUTBOARD FLAP SCREW JACK (L502CG)	2500 LDG		P/N 1-5319-1 or P/N 1-5319-2 See note (2) and note (7)
27-53-01-350-802-02	FDBCK	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	750 LDG		P/N 5318-1 or P/N 5318-1 Amdt A See note (1) and note (7)

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27: FLIGHT CONTROLS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
27-53-01-350-802-02	FDBCK	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	2000 LDG		P/N 5318-2 See note (7)
27-53-01-350-802-03	FDBCK	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	750 LDG		P/N 5318-1 or P/N 5318-1 Amdt A See note (1) and note (7)
27-53-01-350-802-03	FDBCK	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	2000 LDG		P/N 5318-2 See note (7)
27-53-01-350-802-04	FDBCK	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	750 LDG		P/N 5318-1 or P/N 5318-1 Amdt A See note (1) and note (7)
27-53-01-350-802-04	FDBCK	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	2000 LDG		P/N 5318-2 See note (7)
27-53-01-350-802-05	FDBCK	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	750 LDG		P/N 5318-1 or P/N 5318-1 Amdt A See note (1) and note (7)
27-53-01-350-802-05	FDBCK	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	2000 LDG		P/N 5318-2 See note (7)
27-53-01-350-802-06	FDBCK	UPGRADE OF THE FLAP SCREW JACKS (AVIAC) - RH OUTBOARD FLAP SCREW JACK (R502CG)	2500 LDG		P/N 2-5319-1 or P/N 2-5319-2 See note (2) and note (7)

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27: FLIGHT CONTROLS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
27-53-01-720-803-01 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH OUTBOARD FLAP SCREW JACK (L502CG)	1000 LDG	330 FH	P/N 1-5319-1 or P/N 1-5319-1 Amdt A See note (7)
27-53-01-720-803-01 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH OUTBOARD FLAP SCREW JACK (L502CG)	2000 LDG	330 FH	P/N 1-5319-2 See note (7)
27-53-01-720-803-01 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH OUTBOARD FLAP SCREW JACK (L502CG)	3000 LDG	450 FH	P/N 1-5319-3 See note (7)
27-53-01-720-803-02 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	600 LDG	600 LDG	P/N 5318-1 or P/N 5318-1 Amdt A See note (7)
27-53-01-720-803-02 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	630 FH	630 FH	P/N 5318-2 See note (7)
27-53-01-720-803-02 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP LATERAL SCREW JACK (L501CG)	3000 LDG	450 FH	P/N 5318-3 See note (7)
27-53-01-720-803-03 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	600 LDG	600 LDG	P/N 5318-1 or P/N 5318-1 Amdt A See note (7)
27-53-01-720-803-03 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	630 FH	630 FH	P/N 5318-2 See note (7)

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27: FLIGHT CONTROLS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
27-53-01-720-803-03 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - LH INBOARD FLAP CENTER SCREW JACK (L500CG)	3000 LDG	450 FH	P/N 5318-3 See note (7)
27-53-01-720-803-04 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	600 LDG	600 LDG	P/N 5318-1 or P/N 5318-1 Amdt A See note (7)
27-53-01-720-803-04 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	630 FH	630 FH	P/N 5318-2 See note (7)
27-53-01-720-803-04 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP CENTER SCREW JACK (R500CG)	3000 LDG	450 FH	P/N 5318-3 See note (7)
27-53-01-720-803-05 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	600 LDG	600 LDG	P/N 5318-1 or P/N 5318-1 Amdt A See note (7)
27-53-01-720-803-05 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	630 FH	630 FH	P/N 5318-2 See note (7)
27-53-01-720-803-05 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH INBOARD FLAP LATERAL SCREW JACK (R501CG)	3000 LDG	450 FH	P/N 5318-3 See note (7)
27-53-01-720-803-06 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH OUTBOARD FLAP SCREW JACK (R502CG)	1000 LDG	330 FH	P/N 2-5319-1 or P/N 2-5319-1 Amdt A See note (7)

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27: FLIGHT CONTROLS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
27-53-01-720-803-06 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH OUTBOARD FLAP SCREW JACK (R502CG)	2000 LDG	330 FH	P/N 2-5319-2 See note (7)
27-53-01-720-803-06 27-514	FDBCK	CHECK OF THE SCREW / NUT PLAY ON FLAP SCREW JACKS (AVIAC) - RH OUTBOARD FLAP SCREW JACK (R502CG)	3000 LDG	450 FH	P/N 2-5319-3 See note (7)

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28: FUEL					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
28-21-13-710-801 76-200	CMR	OPERATIONAL TEST OF THE FUEL SHUT-OFF VALVES	11600 FH	11600 FH	

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52: DOORS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
52-20-00-610-801-01 52-200	FDBCK	SERVICING OF THE EMERGENCY EXIT DOOR - TEST OF THE EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE CABIN	24 M	24 M	
52-30-00-710-801-02 52-301	CMR	CHECK OF BAGGAGE COMPARTMENT DOOR MECHANISM - TEST OF DOOR SLIDING BOLTS	8000 FH	8000 FH	

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53: FUSELAGE					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
53-00-00-200-803-01 53-053	FD	INSPECTION OF THE FUSELAGE SKIN - FRAME 4 TO FRAME 30 - GENERAL VISUAL INSPECTION	11250 FC	3750 FC	
53-00-00-200-803-02 53-053	FD	INSPECTION OF THE FUSELAGE SKIN - FRAME 4 TO FRAME 30 - DETAILED INSPECTION IN SPECIFIC AREAS	11250 FC	3750 FC	See note (6)
53-10-00-200-810-01 53-051	FD	INSPECTION OF THE FUSELAGE SKIN - FRAME 0 TO FRAME 4 - GENERAL VISUAL INSPECTION	7500 FC	3750 FC	See note (4)
53-10-00-200-810-02 53-051	FD	INSPECTION OF THE FUSELAGE SKIN - FRAME 0 TO FRAME 4 - DETAILED INSPECTION IN SPECIFIC AREAS	11250 FC	3750 FC	See note (6)
53-10-03-250-801 53-052	FD	SPECIAL DETAILED INSPECTION OF THE UPPER PASSENGER DOOR FRAME EDGING	11250 FC	3750 FC	
53-10-41-220-801 53-039	FD	DETAILED INSPECTION OF THE ATTACHMENT FITTING OF THE NLG ACTUATOR	3750 FC	3750 FC	A/C without SB F900-197
53-10-43-220-801 53-040	FD	DETAILED INSPECTION OF THE STIFFENERS AT THE BOTTOM OF THE NLG WELL LH WALL	11250 FC	3750 FC	A/C S/N < 189
53-30-00-250-801 53-055	FD	EDDY-CURRENT INSPECTION OF THE EMERGENCY EXIT DOOR FRAME ROUNDED ANGLES	7500 FC	3750 FC	
53-30-00-250-802 53-054	FD	EDDY CURRENT INSPECTION OF THE SKIN PANELS AROUND CABIN WINDOW CUT-OUTS	7500 FC	3750 FC	
53-40-00-200-810	FDBCK	INSPECTION OF THE CENTER WING LOWER PANEL FROM FR15 TO FR19	11250 FC	3750 FC	A/C 096

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53: FUSELAGE					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
53-41-00-220-802 53-050	FD	DETAILED INSPECTION OF THE LOWER WING ROOT BOLT RECESSES	11250 FC	7500 FC	
53-50-00-220-803 53-011	FDBCK	DETAILED INSPECTION OF THE BAGGAGE COMPARTMENT	3750 FC	3750 FC	At the effective date of chapter 5-40 DGT 113873 revision 22, comply with the next C check.
53-50-00-220-807	FDBCK	DETAILED INSPECTION OF THE FRAME 30 UPPER PART	5000 FC	3750 FC	♦

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55: STABILIZERS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
55-10-00-270-801 55-050	FD	ULTRASONIC INSPECTION OF THE HORIZONTAL STABILIZER HINGE FITTINGS	11250 FC	3750 FC	
55-10-31-220-801 55-501	FD	DIMENSIONAL CHECK OF HORIZONTAL STABILIZER REAR HINGE BUSHINGS	3750 FC	3750 FC	A.D. N° 97-370-020
55-10-39-220-801 55-051	FD	DETAILED INSPECTION OF THE HORIZONTAL STABILIZER ACTUATOR ATTACHMENT FITTINGS AND PINS	11250 FC	3750 FC	
55-30-00-270-801 55-052	FD	ULTRASONIC INSPECTION OF THE VERTICAL STABILIZER / STUB ATTACHMENTS	11250 FC	3750 FC	

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57: WINGS					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
57-10-01-210-801 57-008	FD	GENERAL VISUAL INSPECTION OF THE WING LOWER PANELS	11250 FC	3750 FC	See note (6)
57-10-14-220-801 57-060	FD	DETAILED INSPECTION OF THE WING FRONT SPAR FROM ROOT TO RIB 17 EXCEPT RIB 6 TO RIB 9	11250 FC	7500 FC	See note (6)
57-10-14-220-802 57-070	FD	DETAILED INSPECTION OF THE WING FRONT SPAR FROM RIB 6 TO RIB 9	11250 FC	3750 FC	See note (6)
57-10-15-220-801 57-090	FD	DETAILED INSPECTION OF THE WING REAR SPAR 1 FROM ROOT TO RIB 3	11250 FC	3750 FC	See note (6)
57-10-15-220-802 57-080	FD	DETAILED INSPECTION OF THE WING REAR SPAR 2 FROM RIB 3 TO RIB 17	11250 FC	7500 FC	See note (6)
57-10-15-250-801 57-050	FD	EDDY-CURRENT INSPECTION OF THE RIB 8 REAR WING SPAR SPLICE PLATE	11250 FC	3750 FC	

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71: POWER PLANT					
Scheduled maintenance task number	**Origin**	**Title / Operation**	**First Inspection**	**Interval**	**Remarks**
71-20-02-250-801 54-050	FD	SPECIAL DETAILED INSPECTION (EDDY CURRENT) OF THE ENGINE 1 AND 3 FRONT MOUNTS	10000 FC	2500 FC	
71-20-07-250-801 54-051	FD	SPECIAL DETAILED INSPECTION (EDDY CURRENT) OF THE ENGINE 1 AND 3 REAR MOUNTS	10000 FC	2500 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 73-201	CMR	OPERATIONAL TEST OF THE ENGINE 1 COMPUTER STAND-BY POWER SUPPLY	1640 FH	1640 FH	

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FALCON 900
CHAPTER 5-40

END OF DOCUMENT

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