

DASSAULT FALCON 900DX Model Guide

DASSAULT FALCON 900DX is a jet in the Falcon 900 turbofan family (variants 900 and 900EX in the registry). Family-wide, figures reach up to 4,330 nm range, 428 kt cruise, 20,600 kg MTOW, 18 passengers and 51,000 ft ceiling. These are family maxima, not confirmed DX figures. The supplied documents cover maintenance and airworthiness items only.

KEY TAKEAWAYS

- Mandatory fin tip anti-collision light bonding bulletin (SB 285-R1) covers Falcon 900DX serial numbers 601 through 620.
- Check the bonding reads no more than 2 mΩ and that compliance is recorded in the aircraft documents.
- Family-level figures (4,330 nm, 428 kt, 18 passengers) are maxima across variants, not DX-specific values.
- A 1999 FAA proposed rule on stabilizer hinge pins and stall inspections names other Falcon models; confirm DX applicability.

SAFETY NOTES

- Lightning-strike investigation found fin tip light bonding may be insufficient, potentially damaging aircraft wiring; confirm SB 285-R1 or its initial issuance was done.
- Any stall event in the history should prompt a check that the required stabilizer dimensional inspection was done, where that AD applies.

FIN TIP LIGHT BONDING (SB 285-R1)

Service Bulletin 285-R1, dated January 26, 2015, is mandatory under EASA AD 2015-0006. It covers Falcon 900DX serial numbers 601 through 620 with a Whelen fin tip anti-collision light (no SATCOM fairing). Reason: bonding may be insufficient in a lightning strike, potentially damaging wiring. The fix adds a bonding strip, modifies the shield connection and re-routes wiring. Weight and balance change: none.

VERIFYING THE WORK

After the modification, bonding between the light base plate and the reference point must not exceed 2 mΩ, and the upper anti-collision light must pass an operational test. Compliance is recorded in the aircraft documents, and a compliance label is bonded inside the fairing. Ask to see these records. Kit P/N SBF900EX0285A; price and availability on request.

STABILIZER HINGE PIN AND STALL INSPECTIONS

The 1999 FAA proposed rule text names Mystere-Falcon 900 series, Falcon 900EX and Falcon 2000 airplanes, not the 900DX by name. It calls for a dimensional inspection within 300 flight hours or 6 months after any stall event. It also requires inspection repeats at 3,750 flight cycles or 6 years, replacement of the rear horizontal stabilizer hinge pins, and no installation of part MY2033175. Confirm applicability to a specific DX with Dassault.