

DASSAULT FALCON 900B Model Guide

DASSAULT FALCON 900B is a turbofan business jet. The registry lists the Falcon 900 family (variants 900, 900EX) at up to 4330 nm range, 428 kt cruise, 51000 ft ceiling and up to 18 passengers. Variant-specific figures are not in our sources. This guide draws on the maintenance manual's airworthiness limitations and an operator's normal checklist.

KEY TAKEAWAYS

- Family-level registry maxima: 4330 nm range, 428 kt cruise, 20600 kg MTOW, 18 passengers, 51000 ft ceiling. These are not 900B-specific.
- Airworthiness limits run to a design service goal of 20,000 flights/30,000 flying hours. Mandatory tasks cannot be changed or deleted.
- Ask for proof of compliance with Chapter 5-40, Revision 26 (September 2021). Non-compliance suspends the airworthiness certificate.
- Regular cargo, training, search and rescue or other non-passenger use means the aircraft is not a 'Standard Aircraft' for the fatigue program.

LIFE-LIMITED PARTS

Main and nose landing gear legs are limited to 20000 LDG each. Inboard flap screw jacks (P/N 5318-3) are overhauled at 3500 LDG and outboard at 4500 LDG. Seat safety belt assemblies have a life limit of 60 M, with a buckle spring inspection at 18 M. Eddy-current inspection of flap tracks 2 and 5 is due at 8855 FC, then every 4770 FC.

RECURRING MANDATORY CHECKS

The flap asymmetry detection test is due every 450 FH on aircraft with the AVIAC flap control system and every 1800 FH on those with DED. Confirm which system the aircraft has. Flight control hydraulic components get an integrity, corrosion and leak check every 4000 FH. Flap screw/nut play checks recur at 330 FH to 630 FH, depending on part number.

OPERATOR CHECKLIST NOTES

The DM Air normal checklist (VER 3.1) covers APU start, 3 windshield heats, trims (5), stall tests and an oxygen mask test. Its listed climb profile is 300/.80 260/.72. Use it as a reference for what the systems should test as normal during a pre-buy flight.

SAFETY NOTES

- Failure to comply with Chapter 5-40 leads to immediate suspension of the airworthiness certificate.
- Modifications not approved by Dassault (STC, PMA) are not covered by the limitations. Non-standard aircraft need an adapted program.
- Corrosion level 2 or 3 on principal structural elements must be reported. Structure must be kept at level 1 or better.