

# CHANGE PROPOSAL RELEASE

<b>F900EX</b> <b>Airplane</b> <b>Flight Manual</b>	<b>GENERAL</b> <b>REVISIONS</b> <b>Yaw Damper OFF</b>	
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		<b>DTCR 003</b>

Change Proposal N° 31 (CP031) has been recently approved by EASA.

Pending next AFM revision, attached pages can be used in conjunction with current Revision 13.

Title and Approval reference	Sub-sub-sections changes		
	Added	Revised	Removed
CP031 "AFM: YAW DAMPER OFF IN LINE UP PROCEDURE" approved by EASA under reference M5792.		1-150-05 1-150-05A 4-150-05 4-150-05A 4-150-10	

***Insert this page before the "List of AFM revisions" sub-sub-section (0-100-05).***

## CHANGE PROPOSAL RELEASE

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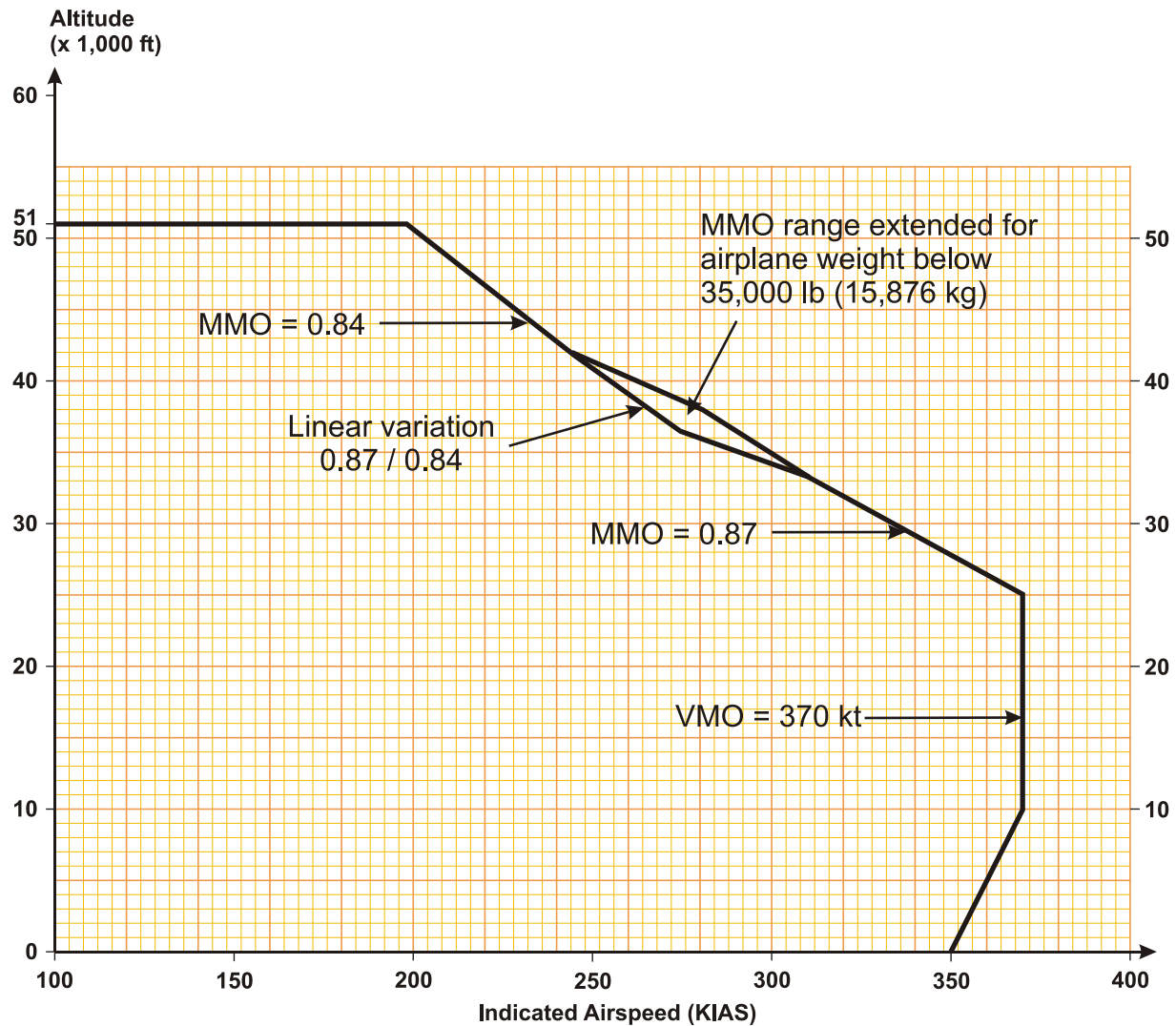
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Unless otherwise specified, limits are expressed in terms of indicated values.  
Instrument error is assumed to be zero.

## MAXIMUM OPERATING LIMIT SPEED : VMO / MMO

### VMO / MMO ENVELOPE



### CAUTION

The maximum operating limit speed VMO / MMO must not be deliberately exceeded in any phase of flight (climb, cruise, descent) unless a higher speed is authorized for flight test or pilot training.

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## MANEUVERING SPEED

- VA .....228 KIAS

### CAUTION

Application of full rudder or aileron controls and any maneuvers involving angles-of-attack near the stall limit, must be confined to speeds below VA.

Rapidly alternating large rudder applications combined with large sideslip angles may result in structural failure at any speed.

## HIGH LIFT DEVICES OPERATING OR EXTENDED LIMIT SPEEDS : VFE

- SF 1 (Slats extended + flaps 7°): .....200 KIAS
- SF 2 (Slats extended + flaps 20°): .....190 KIAS
- SF 3 (Slats extended + flaps 40°): .....180 KIAS

### CAUTION

Above 20,000 ft do not establish or maintain a configuration with flaps or slats extended.

## MAXIMUM LANDING GEAR OPERATING SPEED: VLO / MLO

- VLO .....190 KIAS
- MLO .....MI 0.70

VLO / MLO is the maximum speed at which it is safe to extend or retract landing gear.

## MAXIMUM LANDING GEAR EXTENDED SPEED: VLE / MLE

- VLE .....245 KIAS
- MLE .....MI 0.75

VLE / MLE is the maximum speed at which the airplane can be safely flown with the landing gear extended and locked and main doors closed.

## MINIMUM CONTROL SPEED IN THE AIR: VMCA

- VMCA .....85.2 KCAS

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#### MINIMUM CONTROL SPEED DURING LANDING APPROACH: VMCL

- All engines operating..... VMCL = 85 KCAS
- One engine inoperative ..... VMCL - 2 = 83 KCAS

#### MINIMUM CONTROL SPEED ON THE GROUND: VMCG

- VMCG ..... 88.9 KCAS

#### NOTE

VMCG value has been demonstrated with yaw damper off.

#### MISCELLANEOUS LIMIT SPEEDS

- Windshield wiper operating speed.....215 KIAS
- Direct vision window opening speed.....215 KIAS
- Tire maximum operating speed ..... 195 kt (ground speed)
- Stall speed:

#### CAUTION

**Do not intentionally fly airplane slower than initial stall warning onset.**

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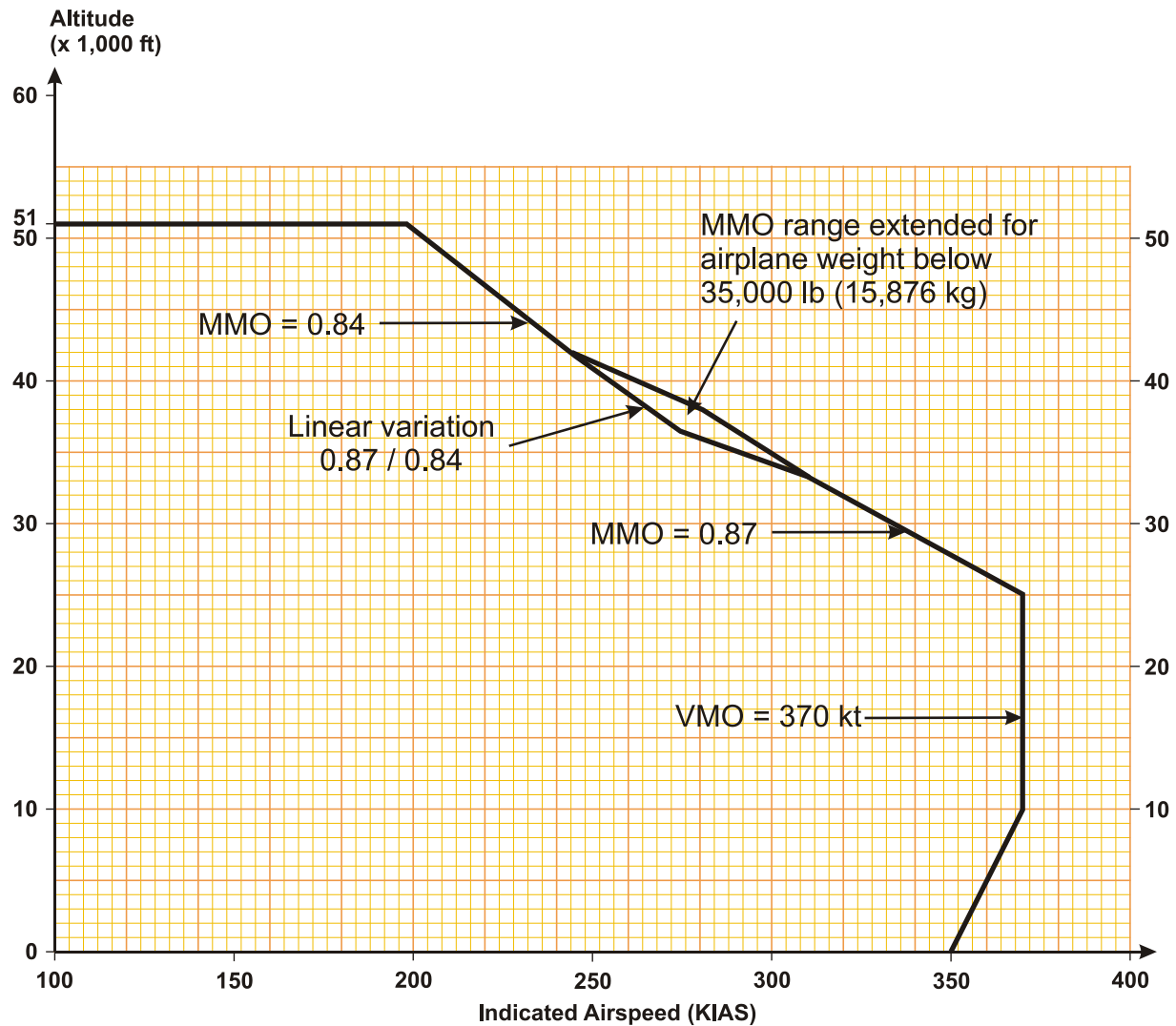
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DASSAULT AVIATION Proprietary Data

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#### MINIMUM CONTROL SPEED DURING LANDING APPROACH: VMCL

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<b>TAXIING</b>
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- EXTERIOR LIGHTS: **TAXI** pushbutton ..... Pushed
  - ☒ Status light ..... Blue **ON**
- PARK BRAKE handle..... Fully Forward
- Brakes..... Tested
- Headings and horizons..... Checked
- Thrust reverser ..... Tested
  - Engine 2 ..... Idle - Checked
  - Reverser lever ..... Reverser Idle
    - ☒ Amber **TRANS** annunciation ..... On then out – Checked
    - ☒ Green **DEPLOY** annunciation..... On - Checked
  - Engine 2 ..... Reverser idle - Checked
  - Reverser levers ..... Stowed
    - ☒ Green **DEPLOY** annunciation..... Out
    - ☒ Amber **TRANS** annunciation ..... On then out – Checked
  - Engine 2 ..... Idle - Checked
- ENGINES:
  - DEEC: manual mode..... Tested \*
    - DEEC: switches (all 3) ..... MAN
      - ☒ **DEEC 1 + 2 + 3** message in Crew Alerting System..... On
      - ☒ Change of -5 % to +10 % N1 ..... Checked
    - Gradually advance power lever until approximately 40 % N1.  
 Observe increase in N2 then retard power lever to idle and note decrease in N2.
    - DEEC: switches (all 3) ..... AUTO
      - ☒ **DEEC 1 + 2 + 3** message in Crew Alerting System..... Out
  - APU shut down:
    - BLEED AIR: APU Bleed ..... Selected to OFF
      - ☒ Status light ..... Amber **OFF**
  - APU:
    - **START/STOP** pushbutton..... Pushed
      - ☒ Status light ..... Unlighted
    - **MASTER** pushbutton ..... Pushed 1 sec
      - ☒ Status light ..... Unlighted
  - Check List window: CKLST FUNCT ..... QUEUE RESET
  - Pilot sliding window ..... Closed – Green index checked

\* To be performed at the first flight of the day.

<b>4-150-05</b>	<b>NORMAL PROCEDURES</b> <b>FLIGHT PROCEDURES</b> Taxiing; Line up	<b>F900EX</b> <b>Airplane</b> <b>Flight Manual</b>
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## LINE UP

Guidance panel:

- YD pushbutton ..... Pushed
  - ☒ Status light ..... Off

EXTERIOR LIGHTS:

- LANDING lights switch ..... ON
  - ☒ Status light ..... Blue **LDG**
- **ANTICOL** pushbutton ..... Pushed to set all
  - ☒ Status light ..... Unlighted

- Pilot Flying PDU: ENG - TRM - BRK window ..... Displayed
- Pilot Non Flying PDU and MDU's windows ..... As required

MKB:

- **ATC TCAS** shortcut ..... Pushed to activate ATC / TCAS
  - ☒ On both HSI ..... **TCAS** annunciation
- **TERR INHIB** ..... As required
- Flight controls ..... Free
- ANTI-ICE: **ENG.1**, **ENG.2**, **ENG.3** pushbuttons ..... As required
- Crew Alerting System: messages ..... Out

<b>TAXIING</b>
----------------

- RADIOS window: ATC/TCAS tab: ADS-B Out..... ON - Checked
- EXTERIOR LIGHTS: **TAXI** pushbutton..... Pushed
  - ☒ Status light ..... Blue **ON**
- PARK BRAKE handle..... Fully Forward
- Brakes..... Tested
- Headings and horizons..... Checked
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  - **MASTER** pushbutton ..... Pushed 1 sec
    - ☒ Status light ..... Unlighted
- Check List window: CKLST FUNCT ..... QUEUE RESET
- Pilot sliding window ..... Closed – Green index checked

\* To be performed at the first flight of the day.

4-150-05A	<b>NORMAL PROCEDURES</b> <b>FLIGHT PROCEDURES</b> Taxiing; Line up (A/C with M5340 and M-OPT81)	<b>F900EX</b> <b>Airplane</b> <b>Flight Manual</b>
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**LINE UP**

Guidance panel:

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## TAKE-OFF

- Prior to brake release:
  - Power levers ..... Full forward
    - ☑ ITT-N1 ..... Checked
  - PITOT: Status light (all 2) ..... Unlighted
- Brakes ..... Released
- Acceleration ..... Checked
- When a positive rate of climb is established:
  - Landing gear ..... Up
- EXTERIOR LIGHTS: **TAXI** pushbutton ..... Pushed
  - ☑ Status light ..... Unlighted

## AFTER TAKE-OFF

- ANTI-ICE : **WINGS** pushbutton ..... As required
- At V2 + 25 kt and TOSA reached (not less than 400 ft AAL):
  - Slat-flap handle ..... CLEAN

### CAUTION

**To minimize possible flaps asymmetry during take-off, retract the flaps by one notch at a time.**

- INTERIOR LIGHTS: **FASTEN BELTS** and **NO SMOKING** pushbuttons ..... As required
- Power levers ..... MAX. CLIMB
- ANTI-ICE: **BRAKE** pushbutton (if installed) ..... As necessary
- ECS synoptic: Cabin pressure and temperature controllers ..... Checked
- YD ..... As required
- EXTERIOR LIGHTS: LANDING switches (see operational regulation) ..... OFF
  - ☑ Status light ..... Unlighted
- Altimeters (all 3) ..... Set

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