

AVIONS MARCEL DASSAULT - BREGUET AVIATION

SUPPLEMENT No 3

FALCON 10 - THRUST REVERSERS.

EFFECTIVITY

This supplement must be incorporated to document DTM721A - D.G.A.C. Approved Airplane Flight Manual.

All information contained herein is a supplement to the basic Airplane Flight Manual information. For limitations, procedures and performance information not contained in this supplement, refer to the basic Airplane Flight Manual.

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Chargé de Certification
à la D.G.A.C.

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1 - LIMITATIONS

THRUST REVERSE LIMITATIONS

Thrust reversers are approved for ground use only.

Thrust reversers are not to be used to back up the airplane.

Maximum reverse thrust :

- GRUMMAN F10-T/R-78-009 SB not incorporated :

N1	INDICATED AIRSPEED
87 %	above 60 kt
40 %	below 60 kt

- GRUMMAN F10-T/R-78-009 SB incorporated :

N1	INDICATED AIRSPEED
40 %	below 60 kt

2 - EMERGENCY PROCEDURES

INADVERTENT THRUST REVERSER DEPLOYMENT IN FLIGHT

- Warnings : - **TRANS.** or **REV.** light, together with (or without) audible warning.
 - Throttle on affected engine is automatically retarded to idle.
 - Aircraft nose pitches up and wing roll.
 - Abnormal buffeting and noise level.
- Emergency stow switch EMER. STOW
- Indicated airspeed below 190 kt
- Throttle on affected engine, idle CHECKED

<u>If reverser stows</u>	<u>If reverser does not stow</u>
- Leave switch in EMER. STOW - Continue flight.	- Leave switch in EMER. STOW - Shut down affected engine. - Land as soon as possible. - Follow one engine approach and landing procedure, except : . Slats-flaps S + FLAPS 15° . Approach speed .. VREF + 25 kt . When committed to landing : .. Slats-flaps ... S + FLAPS 30°

CAUTION

If necessary restart affected engine but do not go above idle : airplane drag is higher at idle than when engine is shut down.

COMPLETE ELECTRICAL DISTRIBUTION FAILURE

Thrust reversers are not available in case of complete electrical distribution failure.

3 - ABNORMAL PROCEDURES

ELECTRICAL SYSTEM

BATTERIES

If BAT 1 switch is OFF or **BATT** light on, thrust reversers are not available unless SB F10-0154 is complied with.

HYDRAULIC SYSTEM

HYDRAULIC SYSTEM No 2

In the event hydraulic system No 2 is lost, the thrust reversers are supplied by their accumulator.

4 - NORMAL PROCEDURES

THRUST REVERSER OPERATION

PRE-TAKE-OFF

- Audible warning TESTED
- Left and right thrust reversers DEPLOYED then STOWED
- . **TRANS.** and **REV.** lights, off CHECKED

LANDING

- Make a normal landing.
- Hold nose wheel firmly on the ground.
- Thrust reverser throttles IDLE
- . **TRANS.** lights on then off CHECKED
- . **REV.** lights on CHECKED
- Thrust reverser throttles TO DESIRED POWER
- At IAS = 60 kt, thrust reversers IDLE
- Before A/C has come to standstill, reversers STOWED
- . **TRANS.** and **REV.** lights off CHECKED

NOTE

1. A slight nose up tendency may be perceived as the thrust reversers deploy.
2. The airplane has a tendency to turn away from the wind direction when the thrust reversers are deployed.
3. Single engine reverse thrust operation is permitted.

CAUTION

See next page.

WARNING

See next page.

4 - NORMAL PROCEDURES...

THRUST REVERSER OPERATION...

CAUTION

1. Maintaining reverse thrust at $N1 = 40\%$ at speeds below 60 kt may result in an overheat due to re-ingestion of engine exhaust gases.
2. Main throttles cannot be moved to STOP position until reverser throttles are returned to STOW position.

WARNING

Do not use reverse thrust with stabilizer mistrimmed nose up.
In particular it is prohibited to use stabilizer trim as an aid during flare at landing.

AUDIBLE WARNING OPERATION

- Immediately return reverser throttles or main throttles to IDLE

NOTE

Audible warning operates :

- If reverse thrust is set with the reversers not deployed i.e. **TRANS.** light on or **REV.** light off.
- Or if the main throttles are moved forward with the thrust reversers not stowed : **TRANS.** or **REV.** lights on.

5 - NOISE

No change.

6 - PERFORMANCE

No change.