


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No : 2008-0072</p> <p>Date: 18 April 2008</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
<p>Type Approval Holder's Name:</p> <p>DASSAULT AVIATION</p>	<p>Type/Model designations:</p> <p>Fan Jet Falcon series, Mystère-Falcon 20GF, Mystère-Falcon 20-()5 series, Mystère-Falcon 200, Falcon 10, Mystère-Falcon 50, Mystère-Falcon 900, Falcon 900EX, Falcon 2000 and Falcon 2000EX aircraft</p>
TCDS Number(s): EASA A.008 and A.062; France No. 142 and 103 (incl. bis & ter)	
Foreign AD Number: Not applicable	
Supersedure: None	
ATA 21	Air Conditioning – Pressurization Control Regulating Valve – Check
Manufacturer:	Dassault Aviation (formerly Avions Marcel Dassault-Breguet Aviation; AMD / Sud-Aviation; GAMD / Sud-Aviation)
Applicability:	Fan Jet Falcon series, Mystère -Falcon 20GF, Mystère -Falcon 20-()5 series and Falcon 10 aircraft, all serial numbers, if equipped with Liebherr or ABG-Semca pressurization outflow valves; and Mystère-Falcon 200, Mystère-Falcon 50, Mystère-Falcon 900, Falcon 900EX (including "F900EX-EASy" and "F900DX"), Falcon 2000 and Falcon 2000EX (including "F2000EX-EASy" and "F2000DX") aircraft, all serial numbers.
Reason:	<p>During maintenance on one aircraft, it was discovered that the overpressure capsules were broken on both pressurization valves. Failure of the pressurization control regulating valve (overpressure capsule) will affect the aircraft's overpressure protection, possibly resulting in a structural failure in case of combination with another pressurization system failure. Consequently, Dassault Aviation has developed a repetitive check of this outflow valve capsule, which has already been introduced into the Maintenance of Components section (chapter 5-20) of the relevant Aircraft Maintenance Manuals (AMM).</p> <p>For the reason described above, this EASA Airworthiness Directive (AD) requires a repetitive check of the outflow valve overpressure capsule, as it will also be introduced into the Airworthiness Limitations section (chapter 5-40) of the respective AMMs.</p>
Effective Date:	02 May 2008

Compliance:	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before reaching the inspection threshold as indicated in flight hours (FH) in Table 1 of this AD, as applicable to type, since installation of the valve or since the latest valve cleaning operation (same AMM Task No.), or within the next 6 months after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed the inspection interval value as indicated in FH in Table 1 of this AD, as applicable to type, check the overpressure tightness on both regulating valves;</p> <p>(2) Within 30 days after the effective date of this AD, amend the Aircraft Maintenance Programme, by incorporating a repetitive “Check of overpressure tightness on both regulating valves”, as specified in Table 1 of this AD.</p> <table><tr><th colspan="3">Table 1</th></tr><tr><th colspan="3">Check of overpressure tightness on both regulating valves</th></tr><tr><th>Affected aircraft</th><th>Maintenance Procedure No.</th><th>Inspection Threshold and Interval</th></tr><tr><td>Fan Jet Falcon series, Mystère -Falcon 20GF, Mystère -Falcon 20-()5 series, equipped with Liebherr or ABG-Semca valves Part Number (P/N) 209xx0xxx0x</td><td>21-31-10</td><td rowspan="3">1 250 FH</td></tr><tr><td>Mystère-Falcon 200</td><td>051.0</td></tr><tr><td>Falcon 10, equipped with Liebherr or ABG-Semca valves P/N 209xx0xxx0x</td><td>21-32-01</td></tr><tr><td>Mystère-Falcon 50</td><td>21-160</td><td rowspan="3">1 630 FH</td></tr><tr><td>Mystère-Falcon 900</td><td>21-308</td></tr><tr><td>Falcon 900EX (including “F900EX-EASy” and “F900DX”), Falcon 2000 and Falcon 2000EX (including “F2000EX-EASy” and “F2000DX”)</td><td>21-314</td></tr></table> <p>(3) When leaks are found during any check as required by paragraph (1) of this AD, before next flight, except in accordance with the applicable Master Minimum Equipment List (MMEL) provisions, replace the affected valve with a serviceable unit, which must (also) be checked, in accordance with the applicable maintenance procedure, prior to installation.</p> <p>Note: Pending publication by Dassault Aviation of the revised chapter 5-40 for each AMM, insertion of the applicable maintenance procedure into the Aircraft Maintenance Programme is considered as acceptable to comply with the requirement of paragraph (2) of this AD.</p>	Table 1			Check of overpressure tightness on both regulating valves			Affected aircraft	Maintenance Procedure No.	Inspection Threshold and Interval	Fan Jet Falcon series, Mystère -Falcon 20GF, Mystère -Falcon 20-()5 series, equipped with Liebherr or ABG-Semca valves Part Number (P/N) 209xx0xxx0x	21-31-10	1 250 FH	Mystère-Falcon 200	051.0	Falcon 10, equipped with Liebherr or ABG-Semca valves P/N 209xx0xxx0x	21-32-01	Mystère-Falcon 50	21-160	1 630 FH	Mystère-Falcon 900	21-308	Falcon 900EX (including “F900EX-EASy” and “F900DX”), Falcon 2000 and Falcon 2000EX (including “F2000EX-EASy” and “F2000DX”)	21-314
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Ref. Publications:	<ul style="list-style-type: none">• Maintenance Procedure 21-31-10 dated 10-2007(FJF, MF20-()5, MF20GF)• Maintenance Procedure 051.0 dated 12-2007 (MF200)• Maintenance Procedure 21-32-01 dated 07-2007 (F10)• Maintenance Procedure 21-160 dated 07-2007 (MF50)• Maintenance Procedure 21-308 dated 04-2007 (MF900)• Maintenance Procedure 21-314 dated 03-2007 (F900EX, F900EX-EASy, F900DX)• Maintenance Procedure 21-314 dated 05-2007 (F2000, F2000EX, F2000EX-EASy)• Maintenance Procedure 21-314 dated 11-2007 (F2000DX) <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>																							

Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 19 March 2008 as PAD 08-034 for consultation until 16 April 2008. No comments were received during the consultation period. 3. Comments regarding this AD should be referred to the AD Focal Point, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical contents of requirements in this AD, please contact your Dassault Falcon Technical Assistance: <ul style="list-style-type: none"> • For Europe, Middle East and Africa based operators: Hot Line: (33) 1 47 11 37 37 / Fax: (33) 1 47 11 89 49 • For USA, Canada and Mexico based operators: Help Desk: (1) 800-2FALCON (2325266) / Fax: (1) 201 541 4740 • All other areas: Help Desk: (1) 201 541 4747 / Fax: (1) 201 541 4740.
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