

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-082-024(B) R2
In case of any difficulty, reference should be made to the French original issue.

DASSAULT AVIATION

Mystère Falcon 900/Falcon 900EX aircraft

Flight controls - Flap jackscrew jamming (ATA 27)

1. APPLICABILITY:

MF900 S/N 161 and up
F900 EX S/N 04 and up.

2. REASONS:

Following jackscrew flap jammings during approach phase, asymmetrical flap situations during extension have appeared on Falcon 2000 aircraft (same Jackscrew on MF900/F900EX) which induce a roll moment. Flaps and fuselage damages have sometimes been related. Preventive actions are rendered mandatory.

The Revision 1 has been issued in order to clarify the conditions of application of this AD.

The Revision 2 is issued in order to reduce the potential service life of inboard flaps jackscrew and to prevent jackscrew operation when discrepancy is noted between the control and the flap position indicator.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

1. Within 5 flights after the effective date of this Airworthiness Directive at original issue:
 - Mandatory check of the flap asymmetry protection system according to Maintenance procedure 27-502.
2. Within 25 flights after the effective date of this Airworthiness Directive at Revision 2:
 - 2.1. Mandatory check of inboard flaps jackscrews P/N 5318-1 new or revised (see note) with more than 600 flights according to maintenance procedure 27-514.
 - 2.2. Mandatory replacement of inboard flaps inboard jackscrews P/N 5318-1 new or revised (see note) with more than 750 flights.

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September 20, 2000

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2.3. For jackscrew P/N 5318-1 new or revised (see note) used solely on the external points of inboard flaps, this limitation is increased to 2200 flights. It is prohibited to swap actuators between inboard flaps inboard position and inboard flaps outboard position.

Note: Jackscrews P/N 5318-1 can be revised only one time according to service Bulletin AVIAC 5318-27-01. They are identified by amendment "a" and letter "R" engraved after the serial number.

2.4. Mandatory check of the outboard (P/N 1-5319-1(LH), 2-5319-1(RH)) and inboard flaps outboard jackscrews (P/N 5318-1) nut/screw play, having more than 1000 flights, according to maintenance procedure 27-514.

3. Repeat the inspections indicated in § 1 and § 2.4 here above every 330 flight hours or 7 months which ever occurs first.

4. In case of discrepancy between the control position and flap position indicator. Don't change flap position control handle and apply flight manual abnormal procedure "Flight controls - flap system jamming or asymmetry for approach speed and landing distance.

Requirements of action 4 are considered as applied when incorporating in the flight manual the Airworthiness Directive text above, which will be replaced by temporary revision listed below as soon as available:

MF 900 Flight manual DTM 20102 /20103	Temporary revision n° 83
MF 900 Flight manual FM 900 C	Temporary revision n° 8
F900 EX Flight manual DTM 561	Temporary revision n° 49

Information note : P/N 5318-1 jackscrews can be replaced by P/N 5318-2 or -3 whose limitations are precised in maintenance manual chapter 5.40.

REE.: DASSAULT AVIATION Maintenance Manual MF900 DMD 35545
F900EX DTM 569

Maintenance procedures 27-502 and 27-514

Original issue or any further approved revision of these documents is acceptable.

This Revision 2 replaces AD 1999-082-024(B) R1 dated May 05, 1999.

EFFECTIVE DATES :

Original AD : MARCH 06, 1999

Revision 1 : MAY 15, 1999

Revision 2 : SEPTEMBER 30, 2000