


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0165</b></p> <p><b>Date: 11 August 2015</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Design Approval Holder's Name :</b> DASSAULT AVIATION</p>	<p><b>Type/Model designation(s) :</b> Mystère-Falcon 50 aeroplanes</p>	
<p>TCDS Number: EASA.A.062</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<b>ATA 78</b>	<b>Exhaust – Thrust Reverser Doors Attachment Lugs – Inspection / Replacement</b>	
<p>Manufacturer(s):</p>	<p>Dassault Aviation, formerly Avions Marcel Dassault - Bréguet Aviation</p>	
<p>Applicability:</p>	<p>Mystère-Falcon 50 aeroplanes, all manufacturer serial numbers.</p>	
<p>Reason:</p>	<p>During landing, a Mystère-Falcon 50 aeroplane lost a Thrust Reverser (T/R) door on the runway. The investigation results revealed that the attachment lugs of the T/R door were broken due to a crack initiated by a machining defect during manufacturing. This machining defect may be present on the attachment lugs of T/R doors manufactured before November 2004.</p> <p>This condition, if not detected and corrected, could result in loss of a T/R door on a runway or taxiway, possibly resulting in damage to another aeroplane.</p> <p>To address this potential unsafe condition, Dassault Aviation issued Service Bulletin (SB) F50-541 with instructions for inspection of T/R door attachment lugs and AMM task 78-31-00-250-802 with instructions for post repair repetitive inspections.</p> <p>For the reasons described above, this AD requires identification and inspection of the affected T/R doors and, depending on the results, accomplishment of applicable corrective actions. This AD also provides conditions for installation of a T/R door on an aeroplane.</p>	
<p>Effective Date:</p>	<p>25 August 2015</p>	

Required Action(s)  
and Compliance  
Time(s):

Required as indicated, unless accomplished previously:

- (1) Within 630 flight hours or 13 months, whichever occurs first after the effective date of the AD, accomplish the actions as specified in paragraphs (1.1), (1.2) and (1.3) of this AD:
  - (1.1) Identify the date of manufacture of each T/R door installed on the aeroplane. A review of aeroplane maintenance records is acceptable to make this identification, provided those records can be relied upon for the purpose of this requirement.
  - (1.2) If, during the identification as required by paragraph (1.1) of this AD, a T/R door with a date of manufacture of November 2004 or later is found installed, no further action is required by this AD for that T/R door.
  - (1.3) If, during the identification as required by paragraph (1.1) of this AD, a T/R door manufactured in October 2004 or earlier is found installed, inspect that T/R door in accordance with the instructions of Dassault Aviation SB F50-541.
- (2) If, during the inspection as required by paragraph (1.3) of this AD, no cracks and no machining marks are found on a T/R door, before next flight, re-identify that T/R door with the letter "C" at the end of the serial number on the identification plate, in accordance with the instructions of Dassault Aviation SB F50-541. No further action is required by this AD for that T/R door.
- (3) If, during the inspection as required by paragraph (1.3) of this AD, any cracks or machining marks are found, as identified in Dassault Aviation SB F50-541, within the compliance time identified in Table 1 of this AD, accomplish the applicable corrective actions in accordance with the instructions of Dassault Aviation SB F50-541.

**Table 1**

<b>Corrective action</b>	<b>Compliance time (after inspection)</b>
Replace the affected T/R door with a serviceable one (refer to paragraph (8) of this AD)	Within 20 days
Repair the fitting and re-identify the affected T/R door with the letter "C" or "R", as applicable	Before next flight

No further action is required by this AD for that T/R door, after it is re-identified with a letter "C". No further action is requested by this AD on a replacement T/R door with a date of manufacture of November 2004 or later, or marked with a letter "C".

- (4) Within 1 155 flight cycles (FC) after accomplishment of the repair and re-identification, as required by paragraph (3) of this AD, and thereafter at intervals not to exceed 1 155 FC, inspect each T/R door marked with "R".  
These inspections can be accomplished in accordance with the instructions of AMM task 78-31-00-250-802 of Dassault Aviation Mystère-Falcon 50 AMM revision 26, dated October 2014.
- (5) If, during any inspection as required by paragraph (4) of this AD, T/R door replacement is required, within 20 days after that inspection, replace the affected T/R door in accordance with the conditions listed in paragraph (8) of this AD.

	<p>(6) Until replacement of affected T/R door(s), as required by paragraph (3) or (5) of this AD, before next flight after the inspection, all T/R doors installed on that aeroplane must be deactivated and secured in stowed position in accordance with AMM task 78-30-00-910-809 of Dassault Aviation Mystère-Falcon 50 AMM revision 26, dated October 2014, under the provision of Master Minimum Equipment List DTM824, revision 6, or DTM 824EX, revision 2, as applicable to aeroplane serial number.</p> <p>(7) Replacement of all T/R doors marked with 'R' on an aeroplane, as required by paragraph (5) of this AD, as applicable, with T/R doors marked with 'C' at the end of the serial number, or with T/R doors manufactured in November 2004 or later, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (4) of this AD for that aeroplane, provided no other T/R doors re-identified with letter 'R' at the end of the serial number are re-installed later on that aeroplane.</p> <p><b>Conditions for installation of an affected component on an aeroplane</b></p> <p>(8) From the effective date of this AD, it is allowed to install a T/R door on an aeroplane, provided that the T/R door meets the conditions as specified in paragraph (8.1), (8.2) or (8.3) of this AD, as applicable.</p> <p>(8.1) The T/R door was manufactured in November 2004 or later, or</p> <p>(8.2) The T/R door was manufactured in October 2004 or earlier and it is re-identified with letter 'C' at the end of the serial number, or</p> <p>(8.3) The T/R door was manufactured in October 2004 or earlier and has been repaired in critical areas (re-identified with letter 'R' at the end of the serial number) and, following installation, it is inspected as required by paragraph (4) of this AD.</p>
Ref. Publications:	<p>Dassault Aviation SB F50-541 original issue dated 24 September 2014, or Revision 1 dated 12 May 2015.</p> <p>Dassault Aviation Master Minimum Equipment List, DTM 824 Revision 6 dated 2 November 2011 and M&amp;O DGT85583 Revision 2 dated 02 September 2011</p> <p>Dassault Aviation Master Minimum Equipment List, DTM 824EX Revision 2 dated 25 March 2010 and M&amp;O DTM610 Revision 2 dated 25 March 2010.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>Dassault Aviation AMM task 78-31-00-250-802, as per Mystère-Falcon 50 AMM revision 26, dated October 2014.</p> <p>Dassault Aviation AMM task 78-30-00-910-809, as per Mystère-Falcon 50 AMM revision 26, dated October 2014.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 09 July 2015 as PAD 15-091 for consultation until 06 August 2015. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this PAD, please contact your <b>Dassault Falcon Technical Center</b>: <ul style="list-style-type: none"> <li>• For Europe, Middle East and Africa based operators: (33) 1 47 11 37 37 / Fax: (33) 1 47 11 89 49</li> <li>• For USA, Canada and Mexico based operators: (1) 800-2FALCON (2325266) / Fax: (1) 201 541 4740</li> </ul> </li> </ol>

	<ul style="list-style-type: none"><li>• All other areas: (1) 201 541 4747 / Fax: (1) 201 541 4740</li></ul>
--	---