

# CONSIGNE DE NAVIGABILITE

définie par la DIRECTION GENERALE DE L'AVIATION CIVILE

*Les examens ou modifications décrits ci-dessous sont impératifs. La non application des exigences contenues dans cette consigne entraîne l'incapacité au vol de l'aéronef concerné*

## DASSAULT AVIATION

### Avions MYSTERE FALCON 200

Echange des mousses polyuréthane  
dans les réservoirs de fuselage

La présente Consigne de Navigabilité concerne les avions Mystère Falcon 200, tous numéros de série.

Suite aux expertises réalisées par DASSAULT AVIATION sur la mousse polyuréthane des réservoirs de fuselage, la mesure suivante est rendue impérative à la date d'entrée en vigueur de la présente Consigne de Navigabilité :

- Echanger la mousse polyuréthane des réservoirs de fuselage à des périodicités n'excédant pas 8 ans selon la procédure référencée dans le manuel d'entretien DASSAULT AVIATION chapitre 5 du Mystère Falcon 200.

Pour les aéronefs ayant dépassé l'échéance de 7 ans et 5 mois sans avoir atteint la limite de 10 ans, précédemment définie dans le chapitre 5-40-00 du manuel d'entretien DASSAULT AVIATION, l'échange de la mousse devra avoir lieu dans un délai n'excédant pas 7 mois ou 350 heures de vol (la première des 2 butées atteinte) et sans dépasser l'échéance de 10 ans.

**Nota** : Le chapitre 5-40 du manuel d'entretien DASSAULT AVIATION du Mystère Falcon 200 est mis à jour en conséquence.

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Réf. : Chapitre 5 du manuel d'entretien DASSAULT AVIATION  
du Mystère Falcon 200  
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DATE D'ENTREE EN VIGUEUR : 20 AVRIL 1996

Date : 10/04/96

DASSAULT AVIATION  
Avions MYSTERE FALCON 200

96-078-021(B)

**DASSAULT AVIATION  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**98-03-01 DASSAULT AVIATION:** Amendment 39-10293. Docket 97-NM-189-AD.

Applicability: All Model Mystere Falcon 200 series airplanes, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fuel contamination or increased risk of explosion in the fuselage fuel tank as a result of degradation of the polyurethane foam used in the fuselage fuel tanks, accomplish the following:

(a) Replace the polyurethane foam in the fuselage fuel tanks with new foam, in accordance with procedures specified in Chapter 5 of the Dassault Falcon 200 Maintenance Manual, at the later of the times specified in paragraph (a)(1) or (a)(2) of this AD. Thereafter, replace the foam with new foam at intervals not to exceed 8 years.

(1) Within 8 years after the last replacement of the foam; or

(2) Within 7 months or 350 flight hours after the effective date of this AD, whichever occurs first.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

NOTE 3: The subject of this AD is addressed in French airworthiness directive (CN) 96-078-021(B), dated April 10, 1996.

(d) This amendment becomes effective on March 4, 1998.

**FOR FURTHER INFORMATION CONTACT:**

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**DASSAULT AVIATION  
AIRWORTHINESS DIRECTIVE  
LARGE AIRCRAFT**

**98-13-15 DASSAULT AVIATION:** Amendment 39-10603. Docket 98-NM-25-AD.

Applicability: All Model Mystere-Falcon 200, Fan Jet Falcon, and Mystere-Falcon 20 series airplanes; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of the wing-to-fuselage upper fairings during flight, which could result in the fairings impacting the engines or tail sections, and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 7 months or 330 flight hours after the effective date of this AD, whichever occurs first, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD in accordance with Chapter 53-50-0, dated May 1996, of Fan Jet Falcon Dassault Aviation Maintenance Manual Phase 34, dated June 1997 (for Model Fan Jet Falcon and Mystere-Falcon 20 series airplanes); or Chapter 53, Procedure 731-3 of Mystere-Falcon 200 Dassault Aviation Maintenance Manual, Revision 12, dated April 30, 1996 (for Model Mystere-Falcon 200 series airplanes); as applicable.

(1) Perform an inspection to detect cracks at the attaching holes of the wing-to-fuselage fairings and to ensure tightness of the screws. If any discrepancy is found, prior to further flight, repair. If a repair is not specified in the applicable maintenance manual, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Thereafter, repeat the inspection at intervals not to exceed 6 months or 300 flight hours, whichever occurs first.

(2) Install cupwashers under the vertical seams of the upper fairings.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

NOTE 3: The subject of this AD is addressed in French airworthiness directives 96-092-021(B), dated April 24, 1996; and 96-246-022(B), dated November 6, 1996.

(d) This amendment becomes effective on July 23, 1998.

**FOR FURTHER INFORMATION CONTACT:**

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