


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No : 2005-0033</b></p> <p><b>Date: 21 December 2005</b></p>	
<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>		
<p><b>Type Approval Holder's Name :</b></p> <p>DASSAULT AVIATION</p>	<p><b>Type/Model designation(s):</b></p> <p>FALCON 2000 &amp; 2000EX</p>	
<p>TCDS Number: EASA.A.008</p>		
<p>Foreign AD Nr: None</p>		
<p>Supersedure: None</p>		
<p><b>ATA 35</b></p>	<p><b>Oxygen - 3rd Crew Member O2 Box &amp; Feeder Cables – Inspection/Repair</b></p>	
<p>Manufacturer:</p>	<p>DASSAULT AVIATION</p>	
<p>Applicability:</p>	<p>All Falcon 2000 airplanes, ranging from serial number (s/n) 1 to s/n 220 inclusive, without modification M2738 or M2739, and equipped with a 3rd crew member passenger-type oxygen mask on the cockpit ceiling.</p> <p>And</p> <p>All Falcon 2000EX airplanes, ranging from s/n 1 to 64 inclusive, without modification M2738 or M2739, and equipped with a 3rd crew member passenger-type oxygen mask on the cockpit ceiling.</p>	
<p>Reason:</p>	<p>A drawing review and further associated inspections on aircraft have highlighted a potential chafing risk between the third crew member oxygen mask box, optionally installed in the cockpit ceiling, and feeder cables routed in the area.</p> <p>This situation, if not corrected, could generate smoke or fire, which could be fanned by oxygen leakage from the box.</p> <p>The purpose of the current AD is to modify - after a detailed inspection and corrective actions as necessary - the routing and the protection of the feeder routed in the cockpit behind the third crew O2 box per modification M2738 (SB F2000-332, F2000EX-92).</p>	

	Modification M2739 (SB F2000-333, F2000EX-93) is also an alternative solution, by repositioning the oxygen mask box away from the feeders.
Effective Date:	21 December 2005
Compliance:	<p>The following measures are rendered mandatory from the effective date of this AD:</p> <p>Within one month or 30 flights, whichever occurs first, implement modification M2738 as instructed in the appropriate Dassault Aviation Service Bulletin F2000-332 or F2000EX-92.</p> <p>Implementation of the modification M2738 per the above SB's is a terminating action for the requirements of this AD.</p> <p>Note: Implementation of the modification M2739 per SB F2000-333 or F2000EX-93 is considered as an alternative means of compliance and a terminating action for the requirements of this AD.</p>
Ref. Publications:	Dassault Aviation Service Bulletins F2000-332 & F2000-333 and SB F2000EX-92 & F2000EX-93. Any further approved revisions of these documents are acceptable.
Remarks:	<p>The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</p> <p>Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></p> <p>For any questions concerning the technical content of the requirements in this AD, please contact your Dassault Customer Service Manager: Field Service Representative.</p>