

 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2005-024		Distribution: B	Issue date: February 16, 2005	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
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.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: F-2005-012 cancelled by its Revision 1, UF-2005-024		
Person in charge of airworthiness: DASSAULT AVIATION			Type(s): FALCON 900 EX aircraft		
Type certificate(s) No. 163 TCDS No 163					
ATA chapter: 31		Subject: Indicating recording systems - NIC (Honeywell EPIC Network Interface Controllers) timing issue			

1. EFFECTIVITY:

This Airworthiness Directive (AD) is applicable to Falcon 900EX aircraft with M3083 (EASy Aircraft), which have not implemented Service Bulletins SB-F900EX-254 (or modification M3963)

2. REASONS:

This AD aims at preventing the consequences of an ASCB bus controller failure which leads in particular, to the loss of all data in the 4 Display Units, the loss of all radio communications (except the VHF emergency frequency and last frequency used) and of all navigation means, the loss of autopilot, auto throttle and aural alarms. Such failures reduce the flight crew's situational awareness, increase workload and consequently reduce the ability of the flight crew to maintain the safe flight and landing of the airplane.

This AD aims at mandating operational limitations and procedures for failure management, pending implementation of the above listed (confer § 1 Effectivity) Service Bulletin which corrects the software issue. Besides, the dispatch of some equipment is no more authorized (MMEL TC1).

This AD replaces AD F-2005-012 dated January 12, 2005. For Falcon 900EX, new operational limitations are provided, all other actions and target dates remaining identical to the previous AD.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following actions are rendered mandatory on the effective date of this AD:

1. Within 24 hours, the following operational limitations must be inserted in the Aircraft Flight Manual (This can be achieved by inserting a copy of this AD in the AFM Limitations Section).

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I - Take Off:

Operations are limited to non LVTO procedures (LVTO: low visibility take-off with RVR lower than 400 meters) and from airfields where the normal or contingency take off path can be followed in a declared MAY DAY situation, keeping wings level, up to the obstacle clearance altitude when IMC prevails.

II - Landing:

Operations are limited either:

- a- to the minima corresponding to the published available procedure and in any case not below CAT 1 minima, on airfields where the published go-around flight path can be followed in a declared MAY DAY situation, keeping wings level up to the obstacle clearance altitude when IMC prevails, or*
- b- to circling minima on airfields where the published go-around flight path cannot be followed, in a declared MAY DAY situation, keeping wings level up to the obstacle clearance altitude when IMC prevails.*

2. Within 24 hours:

- insert temporary change F900EX- TC14 in the Abnormal Procedures section of the AFM
- Insert temporary change F900EX TC-1 in the MMEL.

3. Before February 15th, 2005:

Implement inspection Service Bulletins SB-F900EX-256, contact DASSAULT (refer to § 6) if any failure occurs during application of the SB inspection procedure; a ferry flight may be allowed in order to reach a base in which the repair can be implemented.

4. Before April 15th, 2005:

Implement SB-F900EX-254 (Modification M3963).

The embodiment of SB-F900EX-254 is the terminating action for this AD which allows to remove from the AFM the operational limitations required per paragraph 1 as well as the Temporary Changes from AFM and MMEL required per paragraph 2.

4. REFERENCE PUBLICATIONS:

SB-F900EX-254 & SB-F900EX-256

Any further approved revisions of these SB are acceptable.

MMEL TC1.

AFM F900EX-TC14.

5. EFFECTIVE DATE:

From the receipt of the Emergency AD issued on January 27, 2005.

6. REMARKS:

This AD has been the subject of an Emergency AD issued on January 27, 2005.

For questions concerning the technical contents of this AD's requirements, contact: your DASSAULT Customer Service Manager/Field Service Representative.

7. APPROVAL:

This AD is approved under EASA reference No 2005-1008 dated January 27, 2005.