	AIRWORTHINESS DIRECTIVE		Distribution:	Issue date:	Page :	
		No F-2005-140	No F-2005-140		August 17, 2005	1/2
Direction générale de l'aviation	This Airworthiness Directive is published by the DGAC of EASA, Airworthiness Authority of the State of Design for product, part or appliance.			on behalf of the affected	Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.	
civile France GSAC publication	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):			Airwort	Airworthiness Directive(s) replaced:		
Not applicable			UF-2005-140			
Person in charge of airworthiness: DASSAULT AVIATION			Type(s): FALCON 2000 EX aircraft			
Type certificate(s) No. EASA.A.008						
TCDS No EASA.A.008						
ATA chapter:		Subject:				
32		Landing gear and braking system - Braking function anomalies - Modification				

1. EFFECTIVITY:

This Airworthiness Directive (AD) is applicable to all FALCON 2000EX aircraft with M1691 (EASy Aircraft) which have not implemented Service Bulletin SB-F2000EX-80 (or modification M2675).

2. <u>REASONS</u>:

Two types of events have been observed in service:

Temporary loss of braking efficiency at landing, which was recovered after fully releasing the brakes and reapplying braking force.

Display shortly after take off of a red "BOTH BRAKE SYSTEM" CAS message associated with "BRAKE COMPTR#1 FAULT CODE" and "BRAKE COMPTR#2 FAULT CODE" CAS message.

Both types of events have been linked to improper communication of acceleration information between the IRS and the Brake System Control Unit, resulting in faulty evaluation of the reference speed in the BSCU leading to untimely function of the anti skid system.

Loss of efficiency in braking may jeopardize the certificated take off and landing performances.

This AD proposes to add runway length penalties at take off and landing to the AFM of the affected aircraft, until a wiring modification is applied to directly link the IRS to the BSCU.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

1. Before the next flight, from 26 July 2005 Publication date of the EAD:

Add temporary change TC17 to the AFM performance section (This can be achieved by inserting a copy of this AD in the AFM performance section).



Adjacent to page 5-150-2: Take off Field length limits

Field length determined from balanced field length charts has to be increased by 27%. Conversely, the field length limited take-off weight is reached when the field length determined from the charts is equal to the field length available multiplied by 0.78.

Maximum take-off weight on wet runway must never be higher than maximum take-off weight on the same runway in dry conditions. Then, in case of take-off weight limited by balanced field length on wet runway, this weight has to be compared to the maximum take-off weight on dry runway.

Adjacent to page 5-150-3: Landing Field length limit

Landing distance or landing field length as determined from the chart has to be increased by 25%. Conversely, the field length limited landing weight is reached when the field length or the landing distance, as required by operating regulations is equal to the runway length actually available multiplied by 0.80.

The landing weight normally anticipated at the destination or alternate airport must not be greater than the maximum landing weight.

2. Before December 31st, 2006:

Implement the SB F2000EX–80 then cancel the TC 17 from AFM. The embodiment of the SB F2000EX-80 is the terminating action for this AD which allows to remove the runway length penalties for take-off and landing from paragraph 1.

4. <u>REFERENCE PUBLICATIONS</u>:

SB-F2000EX-80 F2000EX AFM TC17 Any further approved revision of these documents is acceptable.

5. EFFECTIVE DATE:

Upon receipt, as from July 26, 2005.

6. <u>REMARKS</u>:

This AD has been the subject of an Emergency AD on July 26, 2005.

For questions concerning the technical contents of this AD's requirements, contact:

your DASSAULT Customer Service Manager/Field Service Representative.

7. <u>APPROVAL</u>:

This AD is approved under EASA reference No 2005-6110 dated July 26, 2005.