	AIRWORTHINESS DIRECTIVE No F-2005-025		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>	
Direction générale de l'aviation civile France GSAC publication	<p style="text-align: center;">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>				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: F-2005-012 cancelled by its Revision 1, UF-2005-025		
Person in charge of airworthiness: DASSAULT AVIATION			Type(s): FALCON 2000 EX aircraft		
Type certificate(s) No. A.008 TCDS No A.008					
ATA chapter: 31		Subject: Indicating recording systems - NIC (Honeywell EPIC Network Interface Controllers) timing issue			

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-59 (or modification M2670).

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, and reversion of the braking system in a degraded mode. 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 2000EX aircraft and renders void all the requirements of the previous AD.

This AD updates the operational limitations and details the performance penalty associated to the braking systems degraded mode (in the last page of the AFM TC12):

*Field length determined from balanced field length charts has to be increased by 25%.
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 0.80.
The associated AFM page is included in the new FALCON 2000EX - TC12.*

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

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

	AIRWORTHINESS DIRECTIVE No F-2005-025	Distribution: B	Issue date: February 16, 2005	Page: 2/2
---	--	---------------------------	---	---------------------

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).

I - Take Off:

Operations are limited to non LVTO procedures (LVTO: low visibility take-off procedure 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:

- Remove F2000EX-TC10 change from AFM
- Insert F2000EX-TC12 Changes in the AFM
- failure description and management: this must be inserted in the Abnormal Section 3
- (last page) braking performance penalty: this must be inserted in the Performance Section.5
- Insert MMEL F2000EX TC -1 Change in MMEL, or verify it has already been inserted.

3. Before February 15th, 2005:

Implement inspection Service Bulletin SB-F2000EX-58, contact DASSAULT AVIATION (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 realized.

4. Before April 15th, 2005:

Implement SB-F2000EX-59 (Modification M2670).

The embodiment of the SB-F2000EX-59 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-F2000EX-58 and SB-F2000EX-59
Any further approved revision of these SB's is acceptable.
MMEL TC1.
AFM F2000EX-TC12.

5. EFFECTIVE DATE:

Upon 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:
DASSAULT Customer Service Manager/Field Service Representative.

7. APPROVAL:

This AD is approved under EASA reference No 2005-996 dated January 27, 2005.