


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No : 2006-0037</p> <p>Date: 01 February 2006</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>Type Approval Holder's Name :</p> <p>DASSAULT AVIATION</p>	<p>Type/Model designation(s):</p> <p>MYSTERE FALCON 50 MYSTERE FALCON 900 & FALCON 900EX FALCON 2000 & 2000EX</p>
TCDS Number: EASA.A.008 (F2000, F2000EX) - DGAC 163 (MF50, MF900, F900EX)	
Foreign AD Nr: None	
Supersedure: None	
ATA 30	Ice and rain protection - Outboard leading edge slats –Inspection / repair
Manufacturer:	DASSAULT AVIATION
Applicability:	<p>Mystere - Falcon 50 aircraft S/N 2 to 344</p> <p>Mystere - Falcon 900 aircraft S/N 1 to 202</p> <p>Falcon 900EX aircraft S/N 1 to 96, 98 to 154</p> <p>Falcon 2000 aircraft S/N 1 to 223</p> <p>Falcon 2000EX aircraft S/N 1 to 69.</p>
Reason:	<p>Wings of MF50, MF900, F900EX, F2000 and F2000EX are aerodynamically identical on many points. Outboard slats on all 5 models have the same external shape and are mechanically interchangeable. However, hot air anti-icing systems on MF50 are different from those on MF900 / F900EX / F2000 & F2000EX, therefore slats are functionally not equivalent.</p> <p>It has been found, during an internal review, that interchangeability of outboard slats between MF50 and MF900 / F900EX or F2000 / F2000EX had been erroneously authorized in some limited cases. The outboard slats P/N identification plates evolutions also appear to be misleading. Exchanges occurring after delivery of the aircraft may have led to installation of outboard</p>

	<p>slats of the type not adapted to the aircraft model. Repairs may have led to installation of anti-icing manifolds ("piccolos tubes") of a type not adapted to the aircraft model.</p> <p>This may jeopardize the aircraft, by modifying its anti-icing performances.</p> <p>The purpose of this Airworthiness Directive (AD) is to check that all aircraft are fitted with the correct definition outboard slats, and to correct, either by an exchange or a repair, any discrepancy encountered.</p>
Effective Date:	13 February 2006
Compliance:	<p>The following measures become mandatory at the effective date of this AD:</p> <ul style="list-style-type: none"> • 1) Within 330 Flight Hours (FH) or 7 months, whichever comes first, following the effective date of this AD, inspect the outboard slats in accordance with the instructions in the relevant Service Bulletin (SB) F50-475, F900-370, F900EX-273, F2000-331 or F2000EX-91. • 2) For MF50 for which the slats appear not to be of the correct definition: <ul style="list-style-type: none"> ○ 2.1) before any further flight, insert into the Airplane Flight Manual (AFM), Temporary Change (TC) n° 61 (AFM reference DTM813 or DTM803) or TC n° 75 (AFM reference FM813EX); ○ 2.2) within 1530 FH following the inspection mandated in 1) above, replace the anti-icing manifold according to the instructions in SB F50-478. <p>AFM TC inserted in 2.1 may be removed after performing action 2.2 which is a terminating action for this AD for MF50 aircraft.</p> • 3) For MF900, F900EX, F2000 or F2000EX for which the slats appear not to be of the correct definition: <ul style="list-style-type: none"> ○ 3.1) before any further flight, repair the manifold according to the instructions in the relevant SB F900-370, F900EX-273, F2000-331 or F2000EX-91. <p>Action 3.1 is a terminating action for this AD for the relevant aircraft.</p>
Ref. Publications:	<ul style="list-style-type: none"> • Dassault Aviation TC 61 to MF50 AFM reference DTM813 (English) or reference DTM803 (French) • Dassault Aviation TC 75 to MF50 AFM reference FM813EX • Dassault Aviation Service Bulletins F50-475, F50-478, F900-370, F900EX-273, F2000-331, F2000EX-91 (all initial release) <p>Any further approved revision of these documents is acceptable.</p>
Remarks:	<p>This AD was previously published for comment as PAD 06-009. The comment period ended on the 20th of January and no comments came up.</p> <p>Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.eu.int</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>