


EASA	AIRWORTHINESS DIRECTIVE
	<p><b>AD No.: 2006 – 0157</b></p> <p><b>Date: 07 June 2006</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 2000EX (version F2000EX EASy); FALCON 900EX (version F900EX EASy and F900DX)</p>
<p>TCDS Number : EASA.A.008 (FALCON 2000EX), DGAC N° 163 (FALCON 900EX)</p>	
<p>Foreign AD: None</p>	
<p>Supersedure: None</p>	
<p><b>ATA 34</b></p>	<p><b>Navigation- Segregation of ADC / IRS wiring - Modification.</b></p>
<p>Manufacturer:</p>	<p>DASSAULT AVIATION</p>
<p>Applicability:</p>	<p>- Falcon 2000EX EASy s/n 06, s/n 28 and subsequent.</p> <p>- Falcon 900EX EASy s/n 97, s/n 120 and subsequent (including s/n 601 &amp; subsequent, also known as "DX" aeroplanes)</p>
<p>Reason:</p>	<p>During a flight test performed on an EASy aircraft, subsequently to an air data probe failure, the crew realized that the Flight path vectors and the Vertical speeds that were displayed on pilot's and co-pilot's PDU were identically wrong.</p> <p>A review of the EASy architecture reveals that the current wiring of Air Data System (ADS) and IRS units is not compliant with the certified safety objectives. All IRS primary inputs are wired to the same General Purpose (GP) Bus and thus basic requirements for ADS segregation are not met. One single ADS unflagged air data error may lead to the computation and display on both pilot's and co-pilot's display units of unnoticed and misleading flight information.</p> <p>At take-off or during go-around this situation might considerably reduce flight safety.</p>

	<p>This AD mandates a wiring modification of IRS n°2 and a test of General Purpose bus IRS entry per application of SB-F2000EX-89 on Falcon 2000EX EASy and per application of SB-F900EX-274 on Falcon 900EX EASy.</p> <p>Furthermore in order to maintain ADS parameter segregation against possible failures, this AD also requires F2000EX EASy and F900EX EASy operators to comply with the modifications made to the respective Chapter 5.40 of Aircraft Maintenance Manuals that contain an additional periodic functional test of the IRS GP Bus I/O.</p> <p>Dispatch conditions under MMEL in case of an IRS2 failure are modified after implementation of the wiring change.</p>
Effective Date:	21 June 2006
Compliance:	<p>The following measures are rendered mandatory from the effective date of this AD:</p> <ol style="list-style-type: none"> <li>1) For F2000EX EASy without M2758 and F900EX EASy without M5143 in the applicability range, at the first opportunity, and no later than 3 months from the effective date of this AD, proceed to the IRS 2 wiring modification and test the GP bus IRS entry. Do all actions in accordance with the accomplishment instructions of the respective Service Bulletin, i.e. SB-F2000EX-89 [for Falcon 2000EX EASy] and SB-F900EX-274 [for Falcon 900EX EASy]</li> <li>2) For all F2000EX EASy and F900EX EASy in the applicability range at the first opportunity, and no later than 3 months from the effective date of this AD insert the revision 2 of the Chapter 5.40 in the respective maintenance manual of Falcon 900EX EASy and Falcon 2000EX EASy to introduce MP 34-209 "test of general purpose bus IRS entry" at 5000 FH intervals.</li> <li>3) For all F2000EX EASy and F900EX EASy in the applicability range, at the first opportunity and no later than 3 months from the effective date of the AD, enforce the respective Dassault Aviation MMEL temporary changes (TC 4 for F2000EX EASy and TC3 for F900EX EASy) to the dispatch conditions with one IRS failure.</li> </ol>
Ref. Publications:	<ul style="list-style-type: none"> <li>- Dassault Aviation SB-F2000EX-89</li> <li>- Dassault Aviation SB-F900EX-274</li> <li>- Chapter 5.40 F2000EX EASy rev 2 (doc DGT 685 )</li> <li>- Chapter 5.40 F900EX EASy/DX rev 2 (doc DGT 620)</li> <li>- MMEL TC4 for F2000EX EASy</li> <li>- MMEL TC3 for F900EX EASy</li> </ul> <p>or later approved revisions.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. This AD was posted as PAD 06-044 for consultation on 2 March 2006 with a</li> </ol>

	<p>comment period until 16 March 2006. No comment was raised during consultation period.</p> <p>3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact Dassault Falcon Technical Assistance:</p> <p>- For Europe, Middle East and Africa based operators:</p> <p>Hot Line: (33) 1 47 11 35 35 Fax (33)1 47 11 89 49</p> <p>- For USA, Canada and Mexico based operators:</p> <p>Help Desk: (1) 800-2FALCON (2325266) Fax (1)201 541 4740</p> <p>- All other areas:</p> <p>Help Desk: (1) 201 541 4747 Fax (1)201 541 4740</p>
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