


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No.: 2006 - 0185</p> <p style="text-align: center;">Date: 06 July 2006</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>Type Approval Holder's Name :</p> <p>DASSAULT AVIATION</p>	<p>Type/Model designation(s):</p> <p>FAN JET FALCON all series MYSTERE- FALCON 20-()5 MYSTERE-FALCON 20GF MYSTERE-FALCON 200</p>	
<p>TC/TCDS Numbers : DGAC 35/103</p>		
<p>Foreign AD Nr : None</p>		
<p>Supersedure : None</p>		
ATA 27	Flight Controls – Elevator bellcrank – Inspection / Modification	
<p>Manufacturers :</p>	<p>DASSAULT AVIATION – Avions Marcel Dassault-Breguet Aviation</p>	
<p>Applicability :</p>	<p>All Fan Jet Falcon airplanes All Mystere-Falcon 20-()5 airplanes All Mystere-Falcon 20GF airplanes All Mystere-Falcon 200 airplanes</p>	
<p>Reason :</p>	<p>One occurrence has been reported where a maintenance operation had been performed on the elevator controls, and bellcrank P/N MY20273017 or P/N MY20273017015 located in the Right Hand MLG wheel well was mistakenly installed upside down. This discrepancy and improper installation caused an unexpected 5° positioning offset of the elevator control surfaces leading to a hazardous condition on landing, the pilot being unable to flare the aircraft as needed the aircraft performed a hard landing.</p> <p>The purpose of this AD is to prevent reoccurrence of this kind of incident introducing disabusing markings on the incriminated parts by applying SB F20-768 or SB F200-122 as appropriate.</p>	
<p>Effective Date :</p>	<p>20 July 2006</p>	

Compliance :	<p>The following measure is rendered mandatory from the effective date of this AD.</p> <p>At the first opportunity, in case of removal of the elevator bellcrank P/N MY20273-17 or P/N MY20273-17-15, and no later than 74 months from the effective date of this AD:</p> <ol style="list-style-type: none"> 1. Verify the correct assembly of the elevator bellcrank P/N MY20273-17 or P/N MY20273-17-15 at frame 26, as instructed in the respective Dassault Aviation Service Bulletins (SB). 2. If the elevator bellcrank is found in the reverse orientation, reinstall it prior to next flight in accordance with the respective Dassault Aviation SB. 3. Label the elevator bellcrank as instructed in the respective Dassault Aviation SB.
Ref. Publications :	<ul style="list-style-type: none"> - Dassault Aviation SB F20-768, original issue. - Dassault Aviation SB F200-122, original issue. <p>or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> 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. 2. This AD was posted as PAD 06-117 for consultation on 09 May 2006 with a comment period until 3 June 2006. No comment was raised during consultation period. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact your Dassault Falcon Field Service representative or Dassault Falcon Technical Assistance: <ul style="list-style-type: none"> - For Europe, Middle East and Africa based operators : Hot Line : (33) 1 47 11 35 35 Fax (33)1 47 11 89 49 - For USA, Canada and Mexico based operators : Help Desk : (1) 800-2FALCON (2325266) Fax (1)201 541 4740 - All other areas : Help Desk : (1) 201 541 4747 Fax (1)201 541 4740