


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p style="text-align: center;"><b>AD No : 2006 - 0330-E</b></p> <p style="text-align: center;"><b>Date: 25 October 2006</b></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><b>Type Approval Holder's Name :</b></p> <p>DASSAULT AVIATION</p>	<p><b>Type/Model designation(s):</b></p> <p>MYSTERE-FALCON 900</p> <p>FALCON 900EX</p>
TCDS Number: EASA A.062	
Foreign AD : Not applicable	
Supersedure : Not applicable	
<b>ATA 35</b>	<b>Oxygen - 3rd Crew Member O2 Box &amp; Feeder Cables – Inspection / Repair</b>
Manufacturers:	DASSAULT AVIATION (formerly Avions Marcel Dassault-Breguet Aviation)
Applicability:	<p>Mystere Falcon 900 airplanes, ranging from serial number (s/n) 1 to s/n 202 inclusive, without modification M5213 or M5236, and equipped with a 3rd crew member passenger-type oxygen mask on the cockpit ceiling,</p> <p>And</p> <p>Falcon 900EX airplanes, ranging from s/n 1 to s/n 156 inclusive, without modification M5213 or M5236, and equipped with a 3rd crew member passenger-type oxygen mask on the cockpit ceiling.</p>
Reason:	<p>A drawing review and further associated inspections on aircraft have highlighted a potential chafing risk between the third crew member oxygen mask box, optionally installed in the cockpit ceiling, and feeder cables routed in the area.</p> <p>This situation, if not corrected, could generate smoke or fire, which could be fanned by oxygen leakage from the box.</p>

Effective Date:	26 October 2006
Compliance:	<p>The following measures are rendered mandatory from the effective date of this AD:</p> <p>Within one month or 30 flights, whichever occurs first, modify - after a detailed inspection and corrective actions as necessary - the routing and the protection of the feeder located in the cockpit behind the third crew member O2 box as instructed in the appropriate Dassault Aviation Service Bulletins F900-366 or F900EX-277.</p> <p>Note: The aforementioned SBs cover the Dassault Aviation modification M5213.</p>
Ref. Publications:	Dassault Aviation Service Bulletins F900-366 and F900EX-277 original issue or later approved revisions.
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. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA; E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact your Dassault Customer Service Manager / Field Technical Representative or Dassault Falcon Technical Assistance: <ul style="list-style-type: none"> <li>- For Europe, Middle East and Africa based operators : Hot Line : (33) 1 47 11 35 35; Fax (33)1 47 11 89 49</li> <li>- For USA, Canada and Mexico based operators : Help Desk : (1) 800-2FALCON (2325266); Fax (1)201 541 4740</li> <li>- All other areas : Help Desk : (1) 201 541 4747; Fax (1)201 541 4740</li> </ul> </li> </ol>