


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2006 – 0356-E Date: 30 November 2006	
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.		
Type Approval Holder's Name :		Type/Model designation(s) :
DASSAULT AVIATION		FALCON 2000EX (version F2000EX EASy)
TCDS Number: EASA A.008		
Foreign AD Number : Not applicable		
Supersedure : None		
ATA 26	Fire Protection - Fire Detection System Integrity – Inspection / Replacement	
Manufacturer :	DASSAULT AVIATION	
Applicability :	Falcon 2000EX s/n 06, s/n 28 through 90, s/n 93 and s/n 95	
Reason :	<p>Troubleshooting of a "ENG 1 FIRE DETECT FAIL" CAS message that occurred on an in-service aircraft revealed that the detector threshold tolerances could not identify a single failure of one engine fire detector loop out of the two present on each engine. The fire detection system is therefore not correctly monitored, and its integrity is not guaranteed at all times.</p> <p>The goal of this Emergency Airworthiness Directive is to verify the fire detection system integrity mandating a one time inspection and, in case of findings, to replace the faulty detector pending further modification of the monitoring system.</p> <p>This Airworthiness Directive will be revised / superseded once the terminating corrective action for the monitoring function has been approved.</p>	
Effective Date :	01 December 2006	
Compliance :	<p>The following measures become mandatory at the effective date of this AD:</p> <p>At the earliest convenience but not later than 05 January 2007, perform an engine fire detection integrity check in accordance with SB F2000EX-137 as follows:</p> <ul style="list-style-type: none"> - First, in the baggage compartment, on each mobile connector of the monitoring units (L320WG) and (R320WG), the equivalent resistance of the two engine detectors at the LH and the RH sides must be verified. According to findings, the corresponding system is either considered correct or incorrect. 	

	<ul style="list-style-type: none"> - As a second step, if either one or both the LH and the RH system is (are) found to be incorrect, it is required to check the actual resistance of both detectors of the incorrect system(s) on the affected engine(s). <p>The faulty detector must be replaced prior to the next flight.</p>
Ref. Publications:	Dassault Service Bulletin F2000EX-137 original issue or later approved revisions.
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. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be addressed to the 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 Customer Service Manager / Field Technical 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