


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No : 2007-0032</p> <p style="text-align: center;">Date: 21 February 2007</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) : Falcon 2000EX (version F2000EX EASy) and Falcon 900EX (versions F900EX EASy and F900DX)</p>	
<p>TCDS Numbers : EASA A.008 and EASA.A.062</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedure: Not applicable.</p>		
<p>ATA 27, 31</p>	<p>Indicating/Recording Systems - Incomplete Software Integrity Checks & Untimely Inhibition of Flap Asymmetry Detection - Verification / Modification</p>	
<p>Manufacturer:</p>	<p>Dassault Aviation</p>	
<p>Applicability:</p>	<p>Falcon 2000EX airplanes , serial number (s/n) 06, s/n 28 to 86 inclusive, and s/n 88 – without Service Bulletin F2000EX-100 implemented (i.e. still in EASy Step 2 configuration) and Falcon 900EX airplanes, s/n 97, s/n 120 to 170 inclusive, and Falcon 900EX (version F900DX) from s/n 601 to 607 inclusive.</p>	
<p>Reason:</p>	<p>During an internal review, it was discovered that some software integrity checks were not fully implemented in modules of the Honeywell EPIC avionics, as used in Falcon EASy aircraft.</p> <p>Consequently, the continuing integrity of the modules' software cannot be demonstrated, as required by software requirements. Software corruption may then potentially occur during any upload of the operational software, and also as random effects under normal conditions.</p>	

	<p>A software tool named "FLICK" has been developed to perform the required integrity check as a maintenance operation.</p> <p>The aim of this Airworthiness Directive is to mandate the use of the FLICK tool on a regular basis pending a software correction done through Service Bulletin (SB) F2000EX-100 (modification M2656) or SB F900EX-304 (modification M5255), as applicable.</p> <p>Adding internally the software test capability for integrity after any loading will be implemented by evolution of the hardware module Part Number (P/N) for AGM (Advanced Graphics Module) and EGPWM (Enhanced Ground Proximity Warning Module). For all modules with a P/N prior to 7026545-1904 (AGM) and 7028419-1904 (EGPWM), a check with FLICK is required after each new software loading.</p> <p>The software loads implementing the terminating actions also include a software correction for the untimely inhibition of the "flap asymmetry" detection below 200ft. This is mandated to correct a situation that may not conform to CS 25.671 (c) (1).</p>
Effective Date:	23 February 2007
Compliance:	<p>At the earliest convenience and no later than 40 days after the effective date of this directive:</p> <ol style="list-style-type: none"> 1) , perform the software check with the FLICK tool, in accordance with the accomplishment instructions of SB F2000EX-120 or F900EX-298 , as applicable; 2) Repeat thereafter, at intervals not to exceed 40 days, the inspection in accordance with the applicable Aircraft Maintenance Manual (AMM) MP 45-403 "Software modules integrity check"; <p>Note: To record the temporary inspection schedule, a copy of this AD shall be included in Chapter 5-40 of the AMM as a temporary change.</p> <ol style="list-style-type: none"> 3) Within 12 months after the effective date of this directive, modify the aircraft in accordance with the accomplishment instructions of SB F2000EX-100 (modification M2656) or SB F900EX-304 (modification M5255), as applicable. This is considered to be a terminating action for the requirements of paragraphs 1) and 2) of the present AD. 4) For aircraft with AGM and EGPWM modules with a P/N prior to 7026545-1904 (AGM) and 7028419-1904 (EGPWM), perform a check with the FLICK tool after each operational software loading, in accordance with the applicable Aircraft Maintenance Manual (AMM) MP 45-401.
Ref. Publications:	Dassault Aviation SB F2000EX-120, F2000EX-100 and F900EX-298, F900EX-304, as applicable, or later approved revisions; Dassault Aircraft F2000EX / F900EX EASy Maintenance Manual MP 45-401 and MP 45-403.
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 Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-219 on 06 September 2006 for consultation until 20 September 2006. No comments were received during the consultation period.

	<p>3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.eu.int.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact Dassault Customer Service Manager / Field Service Representative or. 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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