EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0208-E **Date: 12 October 2010** Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
DASSAULT AVIATION	Mystère-Falcon 50 aeroplanes

TCDS Number :	EASA.A.062
Foreign AD :	Not applicable
Supersedure :	None

ATA 32	**Landing Gear – Emergency Brake Installation – Inspection / Modification**
Manufacturer(s):	Dassault Aviation
Applicability:	Mystère Falcon 50 and 50EX aeroplanes, all serial numbers
Reason:	On two occurrences on Mystère-Falcon 50 aeroplanes in service, it was detected that two pipes of the emergency brake system #2 located near the nose landing gear bearing were swapped. The swapping of these two pipes implies that when the Left Hand (LH) brake pedal is depressed, the Right Hand (RH) brake unit is activated, and conversely, when the RH brake pedal is depressed, the LH brake unit is actuated. This constitutes an unsafe condition, which may go unnoticed as the condition is latent until the emergency brake system #2 is used. This condition, if not corrected, could ultimately lead to a runway excursion of the aeroplane. For the reasons described above, this AD requires an inspection of the main landing gear braking system and, in case of findings, proper re-installation of the emergency brake system #2 pipes. This AD also requires painting the affected pipes for clear identification in order to avoid mistakes while re-installing them after maintenance.
Effective Date:	14 October 2010

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before next flight after the effective date of this AD, inspect the emergency brake system #2 in accordance with the procedure indicated in Appendix 1 of this AD. This inspection may be accomplished by the flight crew. Two crew members are necessary. (2) Alternately to the inspection required by paragraph (1) of this AD, before next flight after the effective date of this AD, inspect the emergency brake system #2 in accordance with the instructions of paragraph 2B (Section F50-515-1) of Dassault Aviation Service Bulletin (SB) F50-515. (3) Following the inspection as required by paragraph (1) or (2) of this AD, in case of incorrect installation of the emergency brake system #2, before next flight, install emergency brake system #2 pipes properly in accordance with the instructions of paragraph 2 B (4) (b) of Dassault Aviation SB F50-515. (4) Within 7 months after the effective date of this AD, paint the pipes end of the emergency brake system #2 and related unions in accordance with the instructions of paragraph 2 C of Dassault Aviation SB F50-515.
Ref. Publications:	Dassault Aviation SB F50-515 dated 11 October 2010. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance 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 referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical contents of the requirements in this AD, please contact your Dassault Falcon Technical Assistance: • For Europe, Middle East and Africa based operators: Hot Line: (33) 1 47 11 37 37 / 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.

APPENDIX 1

Procedure for the inspection required by paragraph (1) of this AD

Make sure the wheel chocks are in place and engines off

First crewmember in cockpit (in the L/H seat):

- *Make sure that the park brake handle is released.*
- *Energize the aircraft system (BAT1 and BAT2 switches to ON; Battery power or Ground Power may be used)*
- *Set Hydraulic Standby Pump switch to ON*
- *On the hydraulic control panel, set "BRAKE" selector switch to the position "# 2 OFF".*
- *Fully apply brake pressure on **L/H** brake pedal only*

Second crewmember outside :

- *Check that the brake disks engage on the **Left** Main Landing Gear (MLG) (movement of the brake disks must be checked visually, with help of a flashlight)*

First crew member:

- *Set brake selector to "#1 ON"*
- *Set hydraulic standby pump to OFF*
- *De-energize the aircraft (BAT 1 and BAT2 to OFF)*
- *PARK BRAKE intermediate detent*

(end of procedure)