
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/AMD 50/17 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AMD Falcon 50 and 900 Series Aeroplanes

AD/AMD 50/17
Amdt 1

Overwing Emergency Exit

8/2006

Applicability: All Mystere-Falcon 50 aircraft for which the Aircraft Maintenance Manual (AMM) Airworthiness Limitation Section, Chapter 5-40, is not at Revision 16 or above.

All Mystere-Falcon 900 aircraft for which AMM Chapter 5-40 is not at Revision 15 or above.

All Falcon 900EX aircraft for which AMM Chapter 5-40 is not at Revision 08 or above.

All Falcon 900EX EASy aircraft for which AMM Chapter 5-40 is not at Revision 02 or above.

Requirement: Insert a copy of EASA AD 2006-0149 in Chapter 5-40 of the Aircraft Maintenance Manual.

Note: Updating Chapter 5-40 with its appropriate revision; Revision 16 for MF50, Revision 15 for MF900, Revision 08 for Falcon 900EX, and Revision 02 for Falcon 900EX EASy aircraft, terminates the requirement of this Directive, upon which the copy of this Directive may then be removed from the AMM.

Compliance: Within 30 days after 3 August 2006.

This Amendment becomes effective on 3 August 2006.

Background: During an attempted operation of a Falcon 50 emergency exit, interference was reported between interior trim and the exit.

Amendment 1 is issued in response to a new EASA AD, which supersedes DGAC AD 1999-213-025(B) (the original issue of this Directive), and extends the repetitive overwing emergency exit opening test interval to 24 months.



David Villiers
Delegate of the Civil Aviation Safety Authority

23 June 2006