

AMD Falcon 50 and 900 Series Aeroplanes

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### AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 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 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.

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**AD/AMD 50/19      Speed Limitation - Arthur "Q" Feel Unit Failure      2/2000  
DM**

Applicability:      Models MF50, F900EX and MF 900.

Requirement:      If the control feel in pitch feels lighter than usual, reduce airspeed to 260KIAS or MI 0.76 maximum.

*Note: DGAC AD 1999-464-029(B) refers.*

Compliance:      Insert a copy of this Directive into the appropriate Section of the Aircraft Flight Manual (AFM) before further flight after the effective date of this Directive.

This Directive may be removed from the AFM following receipt, and incorporation into the AFM of whichever of the following documents is appropriate:

MF900 Airplane Flight Manual DTM20102/20103. - Temporary change No. 80,

MF900 Airplane Flight Manual FM900C - Temporary Change No. 4,

F900EX Airplane Flight Manual DTM 561 - Temporary Change No. 46,

MF50 Airplane Flight Manual DTM803/813 - Temporary Change No. 50, or

MF50 Airplane Flight Manual FM813EX - Temporary Change No. 49.

This Airworthiness Directive becomes effective on 12 January 2000.

Background:      A Mystere Falcon 900 recently experienced difficulties during descent arising from severe pitch oscillation. Although the root cause has yet to be established, the DGAC considers the pitch oscillation severity would have been reduced by limiting the airspeed when the pitch feel caution light illuminated.

The system is similar across several Falcon models hence the necessity for this Directive on all models.



Eugene Paul Holzapfel  
Delegate of the Civil Aviation Safety Authority  
6 January 2000