
AIRWORTHINESS DIRECTIVE

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 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 50/28

Rear Fuel Tank Protection

2/2003

Applicability: Mystère Falcon 50 aeroplanes with BFGoodrich Stormscope® antenna installed between frames 22 and 23 by Dassault Aviation modification M2208 or by a DFJ Little Rock modification, except aeroplanes on which modification M2838 or Service Bulletin (SB) F50-404 has been implemented.

Mystère Falcon 900/Falcon 900EX aeroplanes with Stormscope® antenna installed between frames 23 and 24 by Dassault Aviation modification M2993 or by a DFJ Little Rock modification, except aeroplanes on which modification M3498 or SB F900-293 or SB F900EX-158 has been implemented.

Requirement: Reinforce the rear fuel tank by installing a shield plate over the fuel tank structure above the Stormscope® antenna and replace the antenna plug connector. Both these actions are to be accomplished in accordance with the following Service Bulletins, as applicable:

Aeroplane Model	Service Bulletin
Falcon 50	F50-404
Falcon 900	F900-293
Falcon 900EX	F900EX-158

Note: DGAC AD 2002-569(B) refers.

Compliance: Within 25 months after the effective date of this Directive.

This Airworthiness Directive becomes effective on 20 February 2003.

Background: The French Direction Générale de l'Aviation Civile has advised the BFGoodrich Stormscope® antenna connector may, during a wheels up landing, puncture the rear fuel tank.



James Coyne
Delegate of the Civil Aviation Safety Authority
10 December 2002