
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 39.001(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 50/44****Third Crew Member Control Panel
Wiring Interference****3/2008**

Applicability: Mystere-Falcon 900 aircraft serial number (S/N) 01 to 200 inclusive and Falcon 900EX aircraft S/N 01 to 129 inclusive, fitted with a third crew member control panel.

Requirement: Unless accomplished previously, carry out a detailed inspection of the air gasper installation in the 3rd crew control panel of the LH and RH crew closet for interference and/or damage; and carry out all applicable related corrective actions as instructed in the accomplishment instructions of Dassault Aviation Service Bulletins F900-360 or F900EX-261 both dated 20 July 2005, as applicable.

Later revisions of above service bulletins, approved by the European Aviation Safety Agency (EASA), are acceptable for compliance with the requirements of this Directive.

Note: EASA AD 2008-0013 refers.

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

This Airworthiness Directive becomes effective on 13 March 2008.

Background: The aircraft manufacturer has received reports of smoke coming from the crew closet area. Investigations has discovered a potential for chafing between the rheostat of the 3rd crew member control panel reading light and the air gasper flexible hose, or with the electrical wires nearby. If let uncorrected, this chafing may expose the metallic spiral armature of the flexible hose, or damage the electrical wires insulation, which could result in a short-circuit generating sustained overheating and smoke emission.

This Directive requires an inspection of the air gasper installation in the 3rd crew control panel of the LH and RH crew closet for interference and/or damage together with applicable related corrective actions.



David Punshon
Delegate of the Civil Aviation Safety Authority

29 January 2008