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	
	1	
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 tw pedal is depressed, the R conversely, when the RH actuated. This constitutes the condition is latent unti condition, if not corrected, aeroplane.	o pipes implies that when the Left Hand (LH) brake ight Hand (RH) brake unit is activated, and brake pedal is depressed, the LH brake unit is an unsafe condition, which may go unnoticed as the emergency brake system #2 is used. This could ultimately lead to a runway excursion of the
	For the reasons described landing gear braking syste the emergency brake syst affected pipes for clear ide installing them after maint	above, this AD requires an inspection of the main em and, in case of findings, proper re-installation of em #2 pipes. This AD also requires painting the entification in order to avoid mistakes while re- enance.
Effective Date:	14 October 2010	

Required Action(s)	Required as indicated, unless accomplished previously:	
and Compliance Time(s):	(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 :	 If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 	
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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)