EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0193 **Date: 05 October 2011** Note: This 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	MYSTERE-FALCON 50 aeroplanes, MYSTERE-FALCON 900 and FALCON 900EX aeroplanes, FALCON 2000 and FALCON 2000EX aeroplanes

TCDS Number :	EASA.A.008 and EASA.A.062
Foreign AD :	Not Applicable
Supersedure :	None

ATA 57	**Wings – Main Landing Gear Crashworthiness – Modification**
Manufacturer(s):	DASSAULT AVIATION
Applicability:	Mystere-Falcon 50 aeroplanes (including Falcon 50EX version), all serial numbers. Mystere-Falcon 900 and Falcon 900EX aeroplanes (including Falcon 900DX version), all serial numbers, except those on which modification M5413 has been embodied. Falcon 2000 and Falcon 2000EX aeroplanes (including Falcon 2000DX version), all serial numbers, except those on which modification M3072 has been embodied.
Reason:	In service experience has shown that, in case of main landing gear collapse due to overloads during take off or landing (e.g. during high-speed runway excursions), the wing tank structure can fail, leading to fuel spillage. Further analysis, using computer tools not available at time of the original certification, has established that the original compliance demonstration to JAR/FAR 25.721 was inadequate. This condition, if not corrected, could result, in case of main landing gear collapse, in a fuel spillage which may constitute a fire hazard. To address this unsafe condition, Dassault Aviation have developed a structural modification of the wing fuel tanks in the area of the wheel well

	which introduces a dry bay by adding a sealed boundary in front of the rear spar between ribs 4 and 5. For the reasons described above, this AD requires accomplishment of the above-mentioned modification for the Right Hand (RH) and Left Hand (LH) wing fuel tanks.
Effective Date:	19 October 2011
Required action(s) and Compliance Time(s):	Required as indicated unless previously accomplished: Within 150 months after the effective date of this AD, accomplish the modification of the RH and LH wing fuel tanks in accordance with the instructions of Service Bulletins (SBs) F50-496, SB F900-388, SB F900EX-329, SB F2000-358 or SB F2000EX-171, as applicable to the aeroplane type. **Note:** The applicable SBs contain a training paragraph which states that each person applying the SB must have successfully completed a training program.
Ref. Publications:	Dassault Aviation Service Bulletin F50-496, initial issue dated October 22, 2009. Dassault Aviation Service Bulletin F900-388, initial issue dated October 22, 2009. Dassault Aviation Service Bulletin F900EX-329, initial issue dated September 25, 2009. Dassault Aviation Service Bulletin F2000-358, initial issue dated September 25, 2009. Dassault Aviation Service Bulletin F2000EX-171, initial issue dated July 6, 2009. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 20 January 2011 as PAD 11-002 for consultation until 17 February 2011. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact your Dassault Falcon Technical Assistance: • For Europe, Middle East and Africa based operators: Hot Line: (33) 1 47 11 37 37 • For USA, Canada and Mexico based operators: Help Desk: (1) 800-2FALCON (2325266) • All other areas: Help Desk: (1) 201 541 4747