

Project No: **BDHRN002**Job Card No **0059**

Notif.No.: 10049109

Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 2

A/C Regn: **D-AHRN**

Serial No.: 096

Type: F900EX

Starting Phase: Routine

Starting Work Centre: FALCON A/C TEAM

Job Description: **SERV Emergency Exit Door**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 52

Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

Zone: 200**Access Required for this task:**


EMERG,PAX

******WARNINGS, CAUTIONS & NOTES ******

Order Number:80069276

AIRWORTHINESS CODE RELATED TO CH5.40: 52-20-00-610-801

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.				 Order: 80069276 Operation: 0010 Phase: Routine - scheduling activity Work Center:FALCON A/C TEAM	
	This task satisfies operator codes 52-20-00-610-801-01 & 52-20-00-610-801-01A & FAA AD 2008-04-14 & EASA AD 2006-0149					
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

Defect Card Raised

Components Removed/Installed

	Part Number	Part Name	S/N	Location	Comm. Off/On
OFF					
ON					
OFF					
ON					
OFF					
ON					

OEM Code: 52-20-00-610-801

Form No: JA-SAP-MTX-002

Operator Code: 52-20-00-610-801-01

Printed by: ADAMOVIC G

Project No: **BDHRN002**

Job Card No **0059**

Notif.No.: 10049109



Activity: **1003**

Rev No: 20000622

Model.: F900EX

Sheet 2 of 2

A/C Regn: **D-AHRN**

Serial No.: 096

Type: F900EX

Starting Phase: Routine

Starting Work Centre: FALCON A/C TEAM

Job Description: **SERV Emergency Exit Door**

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 52

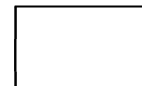
Check Type: 2A+ Inspection

Work Center	
FALCON A/C	

OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 52-20-00-610-801

Operator Code: 52-20-00-610-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION** Work Card No.: **52.040**
 Serial No.: **096** Model: **FALCON 900EX** **PKG # 12 2A+ INSPECTION**
 Reg No.: **D-AHRN** Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012						
Accomplished							

TECHNICIAN SIGNATURE: _____ KIND OF CERTIFICATE & NO.: _____

INSPECTED BY: _____ KIND OF CERTIFICATE & NO.: _____

TECH	INSP	LABOR-HRS HRS.MINS
------	------	-----------------------

>52-20-00-610-801- ☐ **TEST EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE CABIN**

REMARKS : _____

AMM 52-20-00-610-801

AD 2008-04-14

OPERATIONAL TEST AND INSPECT OVERWING EMERGENCY EXIT

Amendement No: 39-15386 Effective Date: 01-APR-2008 Next Compliance Due Date Hours/Other: _____

☐ COMPLIED WITH ☐ DECLINED ☐ DEFERRED ☐ NOT APPLICABLE

*All text added to the "Note" field will be presented as part of the MOC selection through the application.
 Ex: MOC of "Complied With" and a Note of "At Manufacture" will display as "Complied With - At Manufacture"*

Compliance Note: _____

TECH	_____	INSP	_____	LABOR-HRS HRS.THS	_____	_____
------	-------	------	-------	----------------------	-------	-------

Operator: **HERON AVIATION** Work Card No.: **52.040**
 Serial No.: **096** Model: **FALCON 900EX** **PKG # 12 2A+ INSPECTION**
 Reg No.: **D-AHRN** Workorder No.: _____

	Date	A/C HRS	AFL	APH			
Due At	25-NOV-2012						
Accomplished							

EASA AD 2006-0149

DOORS - OVERWING EMERGENCY EXIT - INSPECTION - EASA AIRWORTHINESS DIRECTIVE

Amendement No:

Effective Date: 21-JUN-2006

Next Compliance Due Date Hours/Other: _____

☐ COMPLIED WITH

☐ DECLINED

☐ DEFERRED

☐ NOT APPLICABLE

*All text added to the "Note" field will be presented as part of the MOC selection through the application.
 Ex: MOC of "Complied With" and a Note of "At Manufacture" will display as "Complied With - At Manufacture"*

Compliance Note: _____

TECH _____

INSP _____

LABOR-HRS
HRS.THS _____

52-20-00-610-801-01A ☐ TEST EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE CABIN (MANDATORY REF. 5-40-20)

MANDATORY 5-40

REMARKS : _____

AMM 52-20-00-610-801

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

TASK 52-20-00-610-801 SERVICING OF THE EMERGENCY EXIT DOOR

1. OVERVIEW OF THE JOB

Operation codes:

- 52-20-00-610-801-01 Test of the emergency exit door unlocking from inside the cabin
- 52-20-00-610-801-02 Servicing of the emergency exit door

NOTE: Two operators are necessary to install the emergency exit door (**EMERG**).

2. LOGISTICS

A. References

Reference	Designation
• <u>20-60-00-370-803</u>	APPLICATION OF PU66 CELOMER PAINT SCHEME
• <u>52-20-01-900-801</u>	REMOVAL / INSTALLATION OF THE EMERGENCY EXIT DOOR
• <u>52-20-05-960-801</u>	REPLACEMENT OF THE EMERGENCY EXIT DOOR SEAL
• <u>52-20-13-960-801</u>	REPLACEMENT / ADJUSTMENT OF THE EMERGENCY EXIT DOOR STOPS

B. Tools and Ground Support Equipment

Reference	Designation	Quantity
• <u>F7XC202000008</u>	TOOL BOX	

C. Ingredients and Consumable Products

Designation	Additional designation
• <u>LOW FREEZE POINT GREASE</u>	MIL-PRF-23827
• <u>LUBRICATING OIL</u>	
• <u>ALIPHATIC NAPHTHA</u>	
• <u>MOLY LUBRICANT</u>	
• <u>WATER ABRASIVE PAPER</u>	
• <u>PRUSSIAN BLUE</u>	
OR <u>DEVELOPER</u>	
• <u>WASH PRIMER</u>	P99
• <u>ANTI-CORROSION PRIMER</u>	PAC 33
• <u>TOP COAT PU66</u>	

D. Access

Reference	Designation
• <u>EMERG</u>	EMERGENCY EXIT DOOR
• <u>PAX</u>	PASSENGER DOOR

E. Miscellaneous

- CARDBOARD SHIMS (LOCAL PROCUREMENT)
- CLEAN LINT-FREE CLOTH (LOCAL PROCUREMENT)

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

3. TEST OF THE EMERGENCY EXIT DOOR UNLOCKING FROM INSIDE THE CABIN

- A. Pull the "PULL HERE TO OPEN" cover of the unlocking handle.
- B. Pull out the unlocking handle while holding emergency exit door.
- C. Check that the upper section of emergency exit door is released and that the emergency exit door swings on its two lower ball-joints.
- D. Remove emergency exit door (**EMERG**).

4. SERVICING OF THE EMERGENCY EXIT DOOR

Refer to **fig. 1** and **fig. 2**

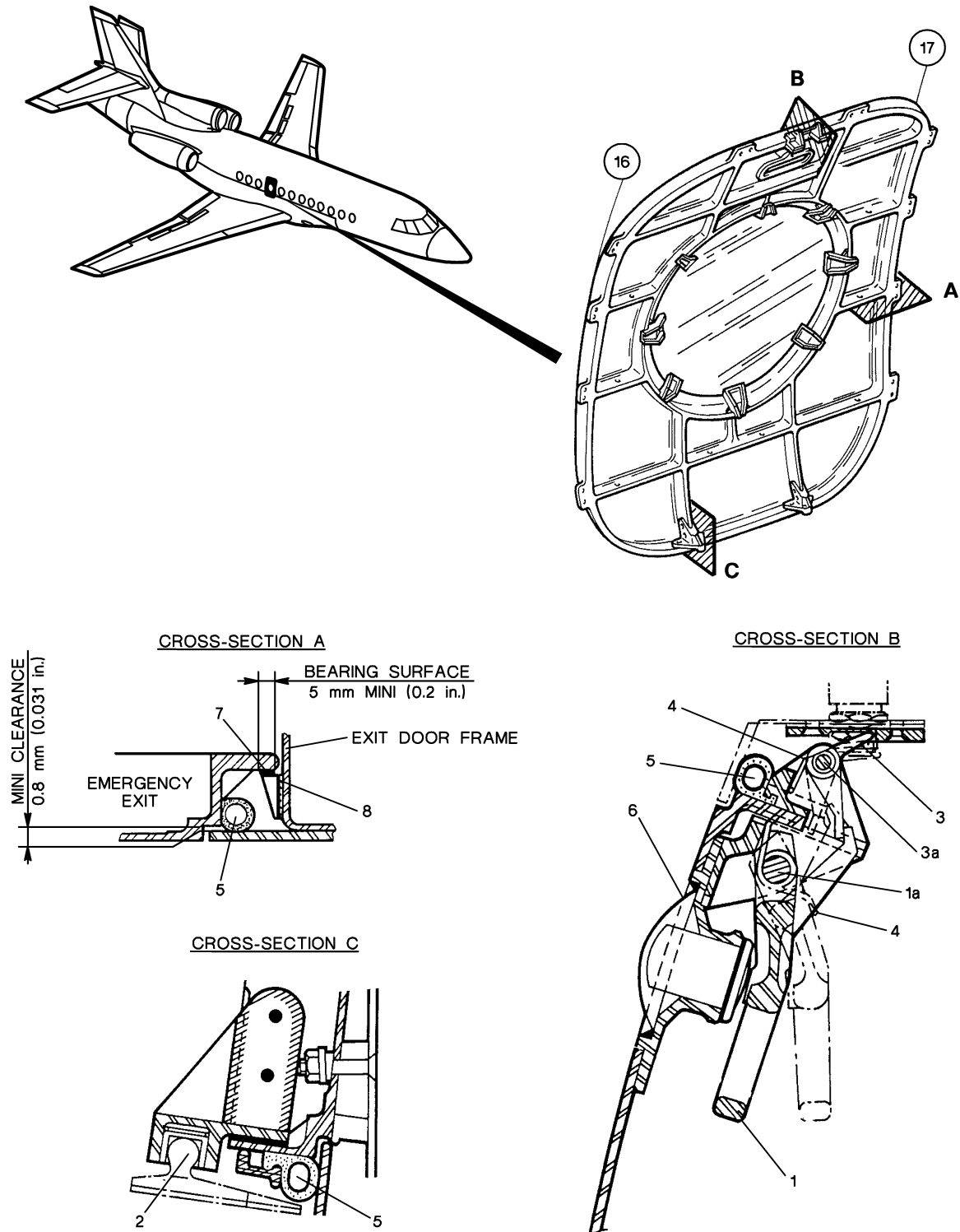
- A. Preliminary steps
 - (1) Remove emergency exit door (**EMERG**) (Refer to **TASK 52-20-01-900-801**, paragraph "Removal of Emergency Exit Door"), if not previously removed.
- B. Inspection/Check
 - (1) On the emergency exit door
 - (a) Check that the unlocking handle (1) and the locking pawl (3) rotate freely (hard points or play).
 - (b) Check the condition and attachment of handle and locking pawl return springs (4).
 - (c) Check that the return springs (4) fulfill their functions.
 - (d) Check the condition and attachment of the seal (5) around emergency exit door; replace the seal if necessary (Refer to **TASK 52-20-05-960-801**).
 - (e) On the external side of the emergency exit door, check the external frangible disk (6) for:
 - condition,
 - attachment,
 - no separation,
 - no tearing.
 - (2) On the frame
 - (a) Check the condition of the fuselage side of the frame (seal support), paying particular attention to the two lower ball-joints (2) (**fig. 1** or **fig. 2**: cross-section C).
 - (b) On the fuselage side of the frame, check the upper and the lateral stops (8) for scratch.
It is possible to surface-hone a scratch, provided that the condition of wear defined in paragraph 4.B.(2)(c) are met. After the surface-honing, apply the PU66 paint scheme (**wash primer + anti-corrosion primer + top coat PU66**) (Refer to **TASK 20-60-00-370-803**) on the stop.
 - (c) Check of wear on the stops (8)
 - 1 Apply **prussian blue** or **developer** on each emergency exit door stops (**fig. 1** or **fig. 2** : cross-section A, item (7)).
 - 2 Position and push the emergency exit door (**EMERG**) into its frame.

FALCON 900EX AIRCRAFT MAINTENANCE MANUAL

- 3 In the area adjacent to each stops, check the clearance between the inner section of the frame and the emergency exit door. It must be greater than or equal to 0.8 mm (0.031 in) (**fig. 1** or **fig. 2** : cross-section A).
 - 4 Remove the emergency exit door (**EMERG**).
 - 5 Check that the size of the bearing surface (surface without **prussian blue** or **developer**) is greater than or equal to 5 mm (0.2 in) (**fig. 1** or **fig. 2** : cross-section A).
 - 6 If one of this value is out of tolerance, adjust or replace the stops (Refer to **TASK 52-20-13-960-801**).
- (d) Check the condition of the emergency exit door electrical power supply contacts (electric-arc burns).
- If necessary, clean with **water abrasive paper** (grade 1200).
- C. Lubrication (**fig. 1** or **fig. 2**)
- (1) Locking mechanism
 - (a) While slowly actuating the handle (1), lubricate the following parts with **lubricating oil**:
 - handle shaft (1a),
 - upper lock shaft (3a),
 - both springs (4).
 - (b) Wipe off the excess oil with a cloth.
 - (2) Sparingly lubricate the two lower ball-joints (2) and the stops (8) with **low freeze point grease**.
- D. Seal Servicing
- (1) Clean the seal (5) and its edges with a clean lint-free cloth moistened with **aliphatic naphtha**.
 - (2) Spray a coat of **moly lubricant** on the seal (5).
- E. Final steps
- (1) Install emergency exit door (**EMERG**) (Refer to **TASK 52-20-01-900-801**, paragraph "Installation of Emergency Exit Door").



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



(A/C without M3953)

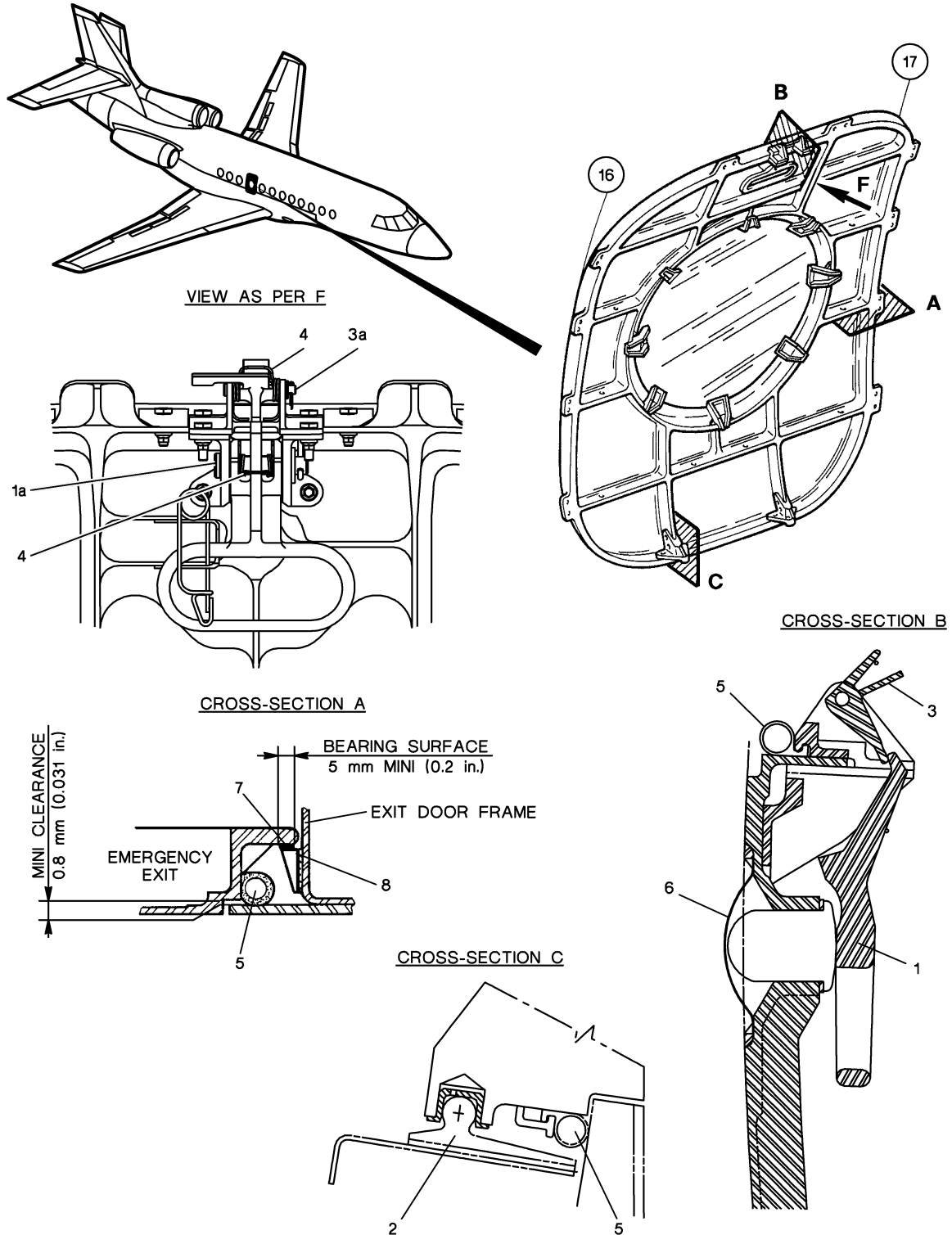
Figure 1: Emergency Exit - Structure and Locking Mechanism



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



FALCON 900EX AIRCRAFT MAINTENANCE MANUAL



(A/C with M3953)

Figure 2: Emergency Exit - Structure and Locking Mechanism

Effectivity: ALL
Rev. Date: JUN 10/2011
52-20-00-610-801

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-28941; Directorate Identifier 2006-NM-276-AD; Amendment 39-15386; AD 2008-04-14]

RIN 2120-AA64

Airworthiness Directives; Dassault Model Falcon 2000, Falcon 2000EX, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10 Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD), which applies to all Dassault Model Falcon 2000, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10 series airplanes. That AD currently requires repetitive tests and inspections to detect discrepancies of the overwing emergency exit, and corrective action if necessary. This new AD expands the applicability of the existing AD and extends the repetitive test and inspection intervals for all airplanes. This AD results from reports of incorrect operation of the overwing emergency exit due to interference between the emergency exit and the interior accommodation. We are issuing this AD to prevent failure of the overwing emergency exits to open, and consequent injury to passengers or crewmembers during an emergency evacuation.

DATES: This AD becomes effective April 1, 2008.

ADDRESSES: For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (telephone 800-647-5527) is the Document

Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that supersedes AD 2000-12-15, amendment 39-11793 (65 FR 37480, June 15, 2000). The existing AD applies to all Dassault Model Falcon 2000, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10 series airplanes. That NPRM was published in the Federal Register on August 16, 2007 (72 FR 45958). That NPRM proposed to continue to require repetitive tests and inspections to detect discrepancies of the overwing emergency exit, and corrective action if necessary. That NPRM also proposed to expand the applicability of the existing AD and extend the repetitive test and inspection intervals for all airplanes.

Comments

We provided the public the opportunity to participate in the development of this AD. No comments have been received on the NPRM or on the determination of the cost to the public.

Change to the Final Rule

We have changed paragraph (f) of this final rule to specify that the actions required in that paragraph must be done in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (or its delegated agent). In addition, we have specified Chapter 5 of the applicable airplane maintenance manuals as one approved method of compliance for doing the actions required by that paragraph.

Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD with the change described previously. We have determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Costs of Compliance

This AD affects about 870 airplanes of U.S. registry.

The actions that are required by AD 2000-12-15 and retained in this AD take about 1 work hour per airplane, at an average labor rate of \$80 per work hour. Based on these figures, the estimated cost of the currently required actions is \$80 per airplane, per test and inspection cycle.

The new required actions take about 1 work hour per airplane, at an average labor rate of \$80 per work hour. Based on these figures, the estimated cost of the new actions required by this AD for U.S. operators is \$69,600, or \$80 per airplane, per test and inspection cycle.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866;
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket. See the ADDRESSES section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended].

2. The Federal Aviation Administration (FAA) amends § 39.13 by removing amendment 39-11793 (65 FR 37480, June 15, 2000) and by adding the following new airworthiness directive (AD):



2008-04-14 Dassault Aviation (Formerly Avions Marcel Dassault-Breguet Aviation (AMD/BA)): Amendment 39-15386. Docket No. FAA-2007-28941; Directorate Identifier 2006-NM-276-AD.

Effective Date

- (a) This AD becomes effective April 1, 2008.

Affected ADs

- (b) This AD supersedes AD 2000-12-15.

Applicability

(c) This AD applies to all Dassault Model Falcon 2000, Falcon 2000EX, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10 airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a report of incorrect operation of the overwing emergency exit due to interference between the emergency exit and the interior accommodation. We are issuing this AD to prevent failure of the overwing emergency exits to open, and consequent injury to passengers or crewmembers during an emergency evacuation.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2000-12-15 With Revised Repetitive Interval

Operational Test and Inspection

(f) For Dassault Model Falcon 2000, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10 airplanes: Within 30 days after July 20, 2000 (the effective date of AD 2000-12-15), perform an operational test and detailed inspection of the overwing emergency exit from inside the cabin to detect discrepancies (including separation, tearing, wearing, arcing, cracking) in the areas and components listed in Chapter 5 (ATA Code 52) of the applicable airplane maintenance manual (AMM). Accomplish the actions in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent). If any discrepancy is detected during any test or inspection required by this paragraph, prior to further flight, repair in accordance with a method approved by the Manager, International Branch; or EASA (or its delegated agent). Chapter 5 (ATA Code 52) of the applicable

AMM is one approved method for the actions required by this paragraph. Repeat the operational test and inspection thereafter at intervals not to exceed 24 months.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

New Requirements of This AD

Operational Test and Inspection

(g) For Dassault Model Falcon 2000EX airplanes: Within 30 days after the effective date of this AD, perform the operational test and detailed inspection of the overwing emergency exit required by paragraph (f) of this AD. If any discrepancy is detected during any test or inspection required by this paragraph, prior to further flight, repair as required by paragraph (f). Repeat the operational test and inspection at intervals not to exceed 24 months.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Special Flight Permits

(i) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.


Related Information

(j) EASA airworthiness directives 2006-0147, 2006-0148, 2006-0149, and 2006-0156, all dated June 7, 2006, also address the subject of this AD.

Material Incorporated by Reference

(k) None.

Issued in Renton, Washington, on February 13, 2008.
Stephen P. Boyd,
Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E8-3403 Filed 2-25-08; 8:45 am]

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2006 - 0149</p> <p>Date: 07 June 2006</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name : DASSAULT AVIATION	Type/Model designation(s): MYSTERE-FALCON 50 - MYSTERE-FALCON 900 FALCON 900EX FALCON 900EX (version F900EX EASy)
TCDS Number : DGAC 163	
Foreign AD Nr : None	
Supersedure : DGAC AD 1999-213-025(B)	
ATA 52	Doors – Over Wing Emergency Exit - Inspection
Manufacturers :	DASSAULT AVIATION – Avions Marcel Dassault-Breguet Aviation
Applicability :	<p>All Mystere-Falcon 50 airplanes for which Aircraft Maintenance Manual (AMM) Airworthiness Limitation section -chapter 5-40 - is not at revision 16 or above.</p> <p>All Mystere-Falcon 900 airplanes for which AMM chapter 5-40 is not at revision 15 or above.</p> <p>All Falcon 900EX airplanes for which AMM chapter 5-40 is not at revision 08 or above.</p> <p>All Falcon 900EX EASy airplanes for which AMM chapter 5-40 is not at revision 02 or above.</p>
Reason :	<p>During operation of the over wing emergency exit of a Mystere-Falcon 50, it has been reported that opening of the emergency exit did not operate in a proper manner, due to interference between emergency exit and interior accommodation.</p> <p>The DGAC 1999-213-025(B) Airworthiness Directive (AD) introduced an opening test interval of 13 months. The current AD supersedes the previous AD, extends the opening test interval from 13 months to 24 months and</p>

	introduces the requirement for the Falcon 900EX EASy airplanes.																																													
Effective Date :	21 June 2006																																													
Compliance :	<p>The following measure is rendered mandatory from the effective date of this AD.</p> <p>Within 30 days, insert the following instruction in § B “Mandatory maintenance operations” of the AMM Airworthiness Limitations Section – whichever its version English or French.</p> <p>This can be achieved by inserting a copy of this AD in Chapter 5-40 of the AMM.</p> <p>▪ Model Mystere-Falcon 50 airplane</p> <table><tr><th>ATA 100 NUMBER</th><th>DESCRIPTION OF OPERATION</th><th>WORK CARD NUMBER</th><th>OPERATION CODE</th><th>MAXIMUM TIME LIMIT</th></tr><tr><td>52</td><td><u>DOORS</u></td><td></td><td></td><td></td></tr><tr><td>52-20-01</td><td>- unlocking test from inside of window emergency exit, RH and LH</td><td>663.0</td><td>522111 522131</td><td>24 months</td></tr></table> <p>▪ Model Mystere-Falcon 900 airplane</p> <table><tr><th>ATA 100 MAINTENANCE PROCEDURE</th><th>DESCRIPTION OF MAINTENANCE PROCEDURES</th><th>OPERATION CODE</th><th>MAXIMUM TIME LIMIT (MAINTENANCE FREQUENCY)</th></tr><tr><td>52</td><td><u>DOORS</u></td><td></td><td></td></tr><tr><td>*52-200</td><td>unlocking test from inside of window emergency exit</td><td>522107</td><td>24 months</td></tr></table> <p>▪ Model Mystere-Falcon 900EX airplane</p> <table><tr><th>ATA 100 MAINTENANCE PROCEDURE</th><th>DESCRIPTION OF MAINTENANCE PROCEDURES</th><th>SAFETY ANALYSIS MAXIMUM TIME LIMIT</th></tr><tr><td>52</td><td><u>DOORS</u></td><td></td></tr><tr><td>52-205</td><td>unlocking test from inside of window emergency exit</td><td>24 months</td></tr></table> <p>▪ Model Mystere-Falcon 900EX EASy airplane</p> <table><tr><th>ATA 100 MAINTENANCE PROCEDURE</th><th>DESCRIPTION OF MAINTENANCE PROCEDURES</th><th>SAFETY ANALYSIS MAXIMUM TIME LIMIT</th></tr><tr><td>52</td><td><u>DOORS</u></td><td></td></tr><tr><td>52-205</td><td>unlocking test from inside of window emergency exit</td><td>24 months</td></tr></table> <p>Updating the chapter 5-40 with its appropriate revision - revision 16 for MF50, revision 15 for MF900, revision 08 for Falcon900EX and revision 02 for Falcon 900EX EASy airplanes - is a terminating action of the requirement of this AD.</p>	ATA 100 NUMBER	DESCRIPTION OF OPERATION	WORK CARD NUMBER	OPERATION CODE	MAXIMUM TIME LIMIT	52	<u>DOORS</u>				52-20-01	- unlocking test from inside of window emergency exit, RH and LH	663.0	522111 522131	24 months	ATA 100 MAINTENANCE PROCEDURE	DESCRIPTION OF MAINTENANCE PROCEDURES	OPERATION CODE	MAXIMUM TIME LIMIT (MAINTENANCE FREQUENCY)	52	<u>DOORS</u>			*52-200	unlocking test from inside of window emergency exit	522107	24 months	ATA 100 MAINTENANCE PROCEDURE	DESCRIPTION OF MAINTENANCE PROCEDURES	SAFETY ANALYSIS MAXIMUM TIME LIMIT	52	<u>DOORS</u>		52-205	unlocking test from inside of window emergency exit	24 months	ATA 100 MAINTENANCE PROCEDURE	DESCRIPTION OF MAINTENANCE PROCEDURES	SAFETY ANALYSIS MAXIMUM TIME LIMIT	52	<u>DOORS</u>		52-205	unlocking test from inside of window emergency exit	24 months
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52	<u>DOORS</u>																																													
52-20-01	- unlocking test from inside of window emergency exit, RH and LH	663.0	522111 522131	24 months																																										
ATA 100 MAINTENANCE PROCEDURE	DESCRIPTION OF MAINTENANCE PROCEDURES	OPERATION CODE	MAXIMUM TIME LIMIT (MAINTENANCE FREQUENCY)																																											
52	<u>DOORS</u>																																													
*52-200	unlocking test from inside of window emergency exit	522107	24 months																																											
ATA 100 MAINTENANCE PROCEDURE	DESCRIPTION OF MAINTENANCE PROCEDURES	SAFETY ANALYSIS MAXIMUM TIME LIMIT																																												
52	<u>DOORS</u>																																													
52-205	unlocking test from inside of window emergency exit	24 months																																												
ATA 100 MAINTENANCE PROCEDURE	DESCRIPTION OF MAINTENANCE PROCEDURES	SAFETY ANALYSIS MAXIMUM TIME LIMIT																																												
52	<u>DOORS</u>																																													
52-205	unlocking test from inside of window emergency exit	24 months																																												

	The AD may then be removed from the AMM.
Ref. Publications :	<ul style="list-style-type: none"> - Mystere-Falcon 50 : Dassault Aviation DMD 11 765 chapter 5-40 rev. 15 - Mystere-Falcon 900 : Dassault Aviation DMD 35 542 chapter 5-40 rev. 14 - Falcon 900EX : Dassault Aviation DTM 568 chapter 5-40 rev. 07 - Falcon 900EX Easy : Dassault Aviation DGT 620 chapter 5-40 rev. 01 or later approved revisions.
Remarks :	<p>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</p> <p>2. This AD was posted as PAD 06-097 for consultation on 13 April 2006 with a comment period until 4 May 2006. No comment was raised during consultation period.</p> <p>3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .</p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact Dassault Falcon Technical Assistance:</p> <ul style="list-style-type: none"> - For Europe, Middle East and Africa based operators : Hot Line : (33) 1 47 11 35 35 Fax (33)1 47 11 89 49 - For USA, Canada and Mexico based operators : Help Desk : (1) 800-2FALCON (2325266) Fax (1)201 541 4740 - All other areas : Help Desk : (1) 201 541 4747 Fax (1)201 541 4740