



Airworthiness Directive

AD No.: 2017-0106

Issued: 19 June 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

DASSAULT AVIATION

Type/Model designation(s):

Mystère-Falcon 900, Falcon 900EX, Falcon 2000 and Falcon 2000EX aeroplanes

Effective Date: 03 July 2017

TCDS Number(s): EASA.A.062 and EASA.A.008

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Slat Extension Mechanical Stop Assembly – Inspection

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Mystère-Falcon 900 aeroplanes, serial numbers (s/n) as specified in Dassault Service Bulletin (SB) F900-460 Revision 1, Falcon 900EX aeroplanes, s/n as specified in Dassault SB F900EX-508 Revision 3, Falcon 2000 aeroplanes, s/n as specified in Dassault SB F2000-433 Revision 1, and F2000EX aeroplanes, s/n as specified in Dassault SB F2000EX-386 Revision 3.

Reason:

On some aeroplanes in-service, the screw of the slat mechanical stop assembly on slat tracks #6, #7 and #8 was found loose. In some cases, a puncture was found in the fuel cap. The results of the technical investigations concluded that the most probable reason for these events was improper installation of the lock washers on the screws during production or maintenance.

This condition, if not detected and corrected, could lead to structural damage to the wing front spar, and consequent fuel leakage, possibly resulting in an uncontrolled fire.

To address this potential unsafe condition, Dassault issued SB F900-460 Revision 1, SB F900EX-508 Revision 3, SB F2000-433 Revision 1, and SB F2000EX-386 Revision 3 (hereafter collectively referred



as 'the applicable SB' in this AD), as applicable to aeroplane type/model, to provide inspection instructions.

For the reasons described above, this AD requires a one-time inspection of the slat tracks #6, #7 and #8 to verify the tightening torque of the screw and proper lock washer installation and, depending on findings, accomplishment of applicable corrective action(s).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, the affected slat tracks are #6, #7 and #8.

Inspection:

- (1) Within 9 months or 440 flight hours, whichever occurs first after the effective date of this AD, inspect each affected slat track in accordance with the instructions of the applicable Dassault SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, the tightening torque of the screw and/or the lock washer installation is incorrect, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable Dassault SB.

Credit:

- (3) F900EX and F2000EX aeroplanes that have been inspected and, depending on findings, corrected, before the effective date of this AD in accordance with the instructions of the applicable Dassault SB at original issue, are compliant with the requirements of paragraphs (1) and (2) of this AD.

Ref. Publications:

Dassault SB F900-460 Revision 1 issue dated 10 February 2017.

Dassault SB F900EX-508 original issue dated 05 January 2016 or Revision 3 dated 10 February 2017.

Dassault SB F2000-433 Revision 1 issue dated 10 February 2017.

Dassault SB F2000EX-386 original issue dated 05 January 2016 or Revision 3 dated 10 February 2017.

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 April 2017 as PAD 17-049 for consultation until 18 May 2017. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. 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)
 - For all other areas: Help Desk: (1) 201 541 4747.

