


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 11-077</b></p> <p><b>Date: 27 July 2011</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p><b>Type Approval Holder's Name:</b></p> <p>DASSAULT AVIATION</p>	<p><b>Type/Model designation(s):</b></p> <p>Falcon 2000EX aeroplanes</p>
TCDS Number:	EASA.A.008
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA</b>	<b>Airplane Flight Manual – Take-Off Under Out-Of-Trim Condition – Operational Limitation</b>
Manufacturer(s):	Dassault Aviation
Applicability:	Falcon 2000EX aeroplanes with winglets, all Serial Numbers (inclusive Serial Number 602) on which Dassault Aviation modification M2846 or Dassault Aviation Technical Instructions TI-F2000EX-M2846-ME or TI-F2000EX-M3118/M2846-ME has been embodied for the installation of winglets.
Reason:	<p>During a test flight, performed for the certification of a maximum take off weight increase on the Falcon 2000LX equipped with winglets, the aeroplane took off and experienced unsatisfactory control characteristics under specific combined conditions of loading, slat-flap setting and horizontal tailplane trim setting.</p> <p>This condition, if not corrected, could result in an erratic take-off path and reduced control of the aeroplane.</p> <p>To address this unsafe condition, Dassault Aviation developed Change Proposal (CP) 036 to the Airplane Flight Manual (AFM), which introduces new Center of Gravity (CG) limits which are applicable during take-off with Slat/Flap n°2 (SF2) setting.</p> <p>For the reasons described above, this AD requires amending the AFM with this CG limits change.</p>

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished:</p> <p>(1) Within 14 days after the effective of this AD, amend AFM F2000EX DGT88898 in accordance with Dassault Aviation CP036, which is attached to this AD.</p> <p>(2) Inserting a copy of CP 036 of this AD into the AFM is an acceptable method to comply with the requirement of paragraph (1) of this AD.</p>
Ref. Publications:	<p>Dassault Aviation Change Proposal CP036 to F2000EX Airplane Flight Manual DGT88898.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 24 August 2011.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact your Dassault Falcon Technical Assistance: <ul style="list-style-type: none"> <li>- For Europe, Middle East and Africa based operators: Hot Line: (33) 1 47 11 37 37 / Fax: (33) 1 47 11 89 49</li> <li>- For USA, Canada and Mexico based operators: Help Desk: (1) 800-2FALCON (2325266) / Fax: (1) 201 541 4740</li> <li>- All other areas: Help Desk: (1) 201 541 4747 / Fax: (1) 201 541 4740</li> </ul> </li> </ol>

<b>F2000EX Airplane Flight Manual</b>	<b>LIMITATIONS</b> <b>WEIGHTS AND LOADING</b> Weights; Center of gravity limits (A/C with M2846 and M1842)	<b>1-050-05C</b>
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<b>WEIGHT</b>
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### STRUCTURAL LIMITATIONS

- Maximum ramp weight.....42,400 lb (19,233 kg)
- Maximum take-off weight .....42,200 lb (19,142 kg)
- Maximum landing weight .....39,300 lb (17,826 kg)
- Maximum zero fuel weight .....29,700 lb (13,472 kg)
- Minimum flight weight ..... Refer to Center of gravity limits chart.

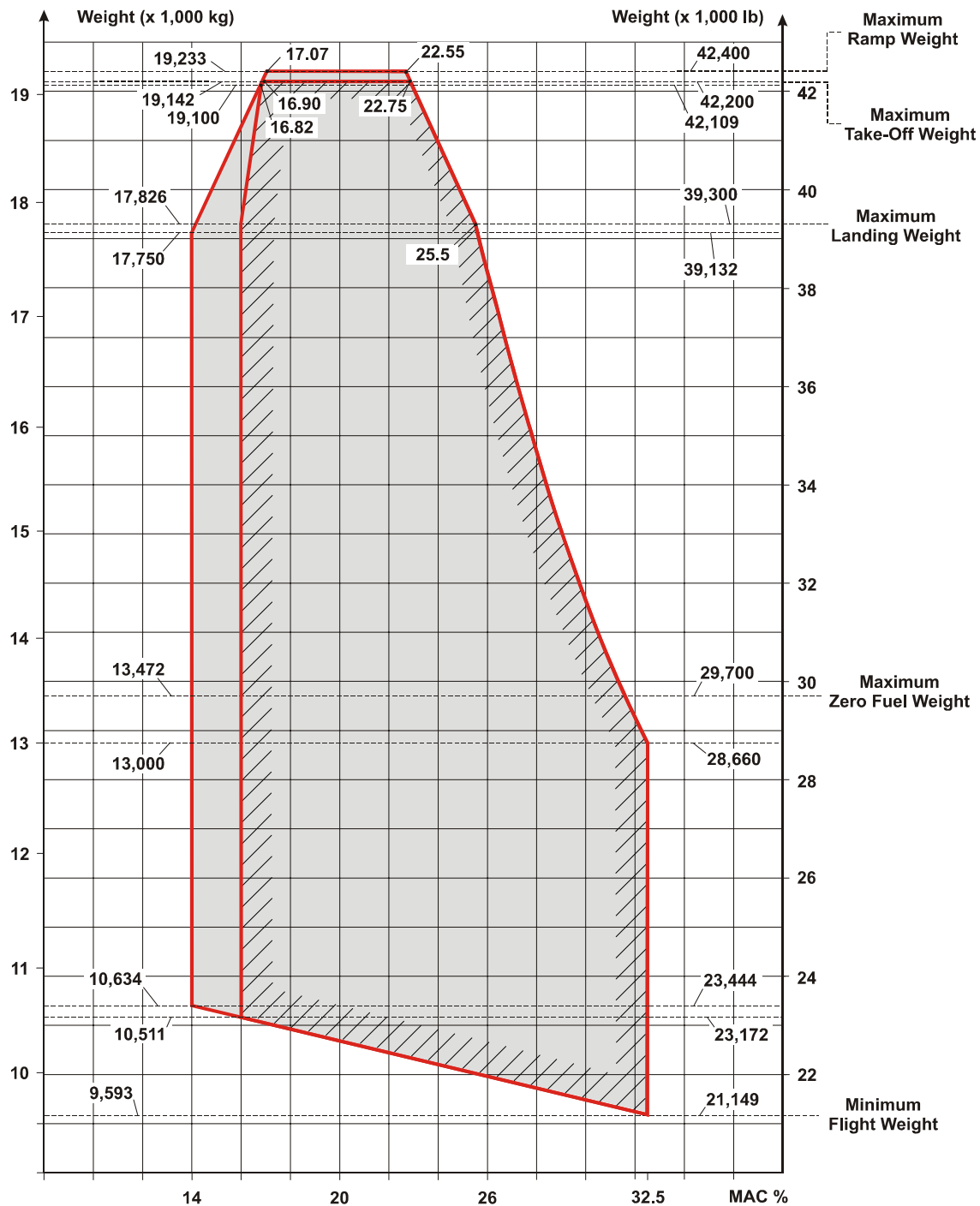
### LIMITATIONS DUE TO PERFORMANCE

The Maximum Take-Off Weight (MTOW) and the Maximum Landing Weight (MLW) given as structural limitations may have to be reduced to comply with performance and operating requirements.(see Maximum Allowable Weights, 5-150-10)

## CENTER OF GRAVITY LIMITS



CG limits for a take-off  
in SF 2 configuration



DASSAULT AVIATION Proprietary Data

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### CG DATUM

Datum is 25 % of Mean Aerodynamic Chord (MAC) which coincides with Fuselage Station (FS) 400.43 in (10,171 mm), (FS + 0 is the forward end of the airplane nose cone).

### MEAN AERODYNAMIC CHORD

- Length : 113.69 in (2,887.7 mm)
- Zero % MAC is at FS + 372.01 in (9,449 mm)

### NOTE

Landing gear position has no effect on the Center of Gravity (CG) limits.

1-050-05C	<b>LIMITATIONS</b> <b>WEIGHTS AND LOADING</b> Weights; Center of gravity limits (A/C with M2846 and M1842)	<b><i>F2000EX</i></b> <b><i>Airplane</i></b> <b><i>Flight Manual</i></b>
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<b>WEIGHT</b>
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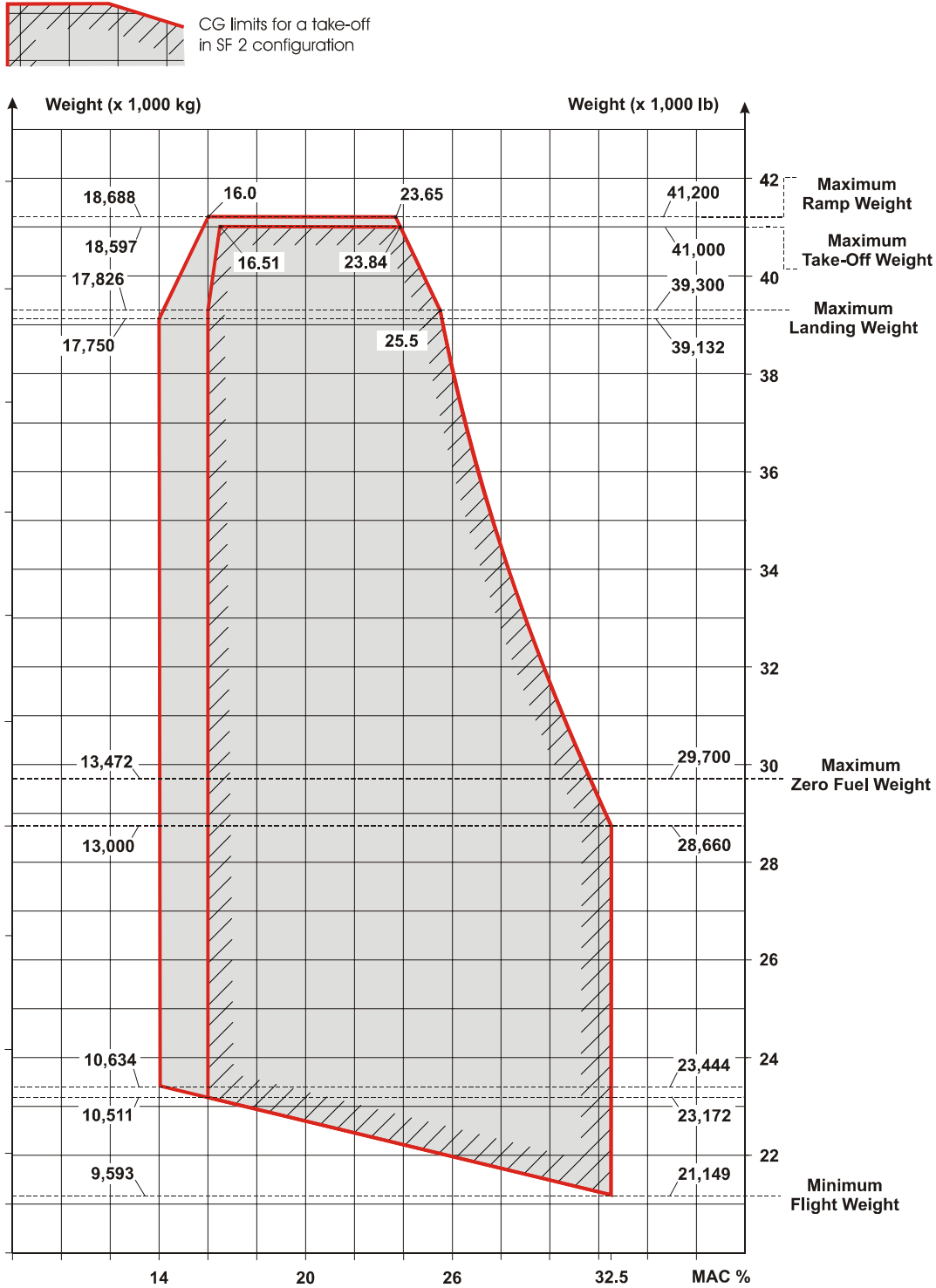
### STRUCTURAL LIMITATIONS

- Maximum ramp weight.....41,200 lb (18,688 kg)
- Maximum take-off weight .....41,000 lb (18,597 kg)
- Maximum landing weight .....39,300 lb (17,826 kg)
- Maximum zero fuel weight .....29,700 lb (13,472 kg)
- Minimum flight weight ..... Refer to Center of gravity limits chart.

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**CENTER OF GRAVITY LIMITS**



DASSAULT AVIATION Proprietary Data



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