



Airworthiness Directive

AD No.: 2017-0219

Issued: 14 November 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):

Falcon 900EX aeroplanes

Effective Date: 28 November 2017

TCDS Number(s): EASA.A.062

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Slat / Flap Control Box and Wiring – Replacement / Modification

Manufacturer(s):

Dassault Aviation (DA)

Applicability:

Falcon 900EX aeroplanes, manufacturer serial number (MSN) 240, and MSN 242 through 273 inclusive.

Reason:

An occurrence was reported where, during the take-off run, a red CAS message “NO TAKE OFF” was displayed, and an aural warning was given. The flight crew elected to abort the take-off. The configuration of the affected aeroplane was SF1 and indicated airspeed (IAS) was at 100 kts. Investigations showed that the outboard slat extended microswitch, located at track #7, was not correctly adjusted. A design review revealed that this deficiency may affect only Falcon 900LX (commercial designation) without modification M5636, during take-off in SF1 configuration.

This condition, if not corrected, could lead to an uncommanded retraction of inboard slats and flaps during take-off, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, DA designed modification M6043 and published Service Bulletin (SB) F900EX-522 to provide instructions for embodiment of this modification in-service.



For the reasons described above, this AD requires a wiring modification and replacement of the slat/flap control box with an improved box.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Within 500 flight hours after the effective date of this AD, modify the slat/flap control wiring and replace the slat/flap control box, Part Number (P/N) 6-7061, with an improved control box in accordance with the instructions of DA SB F900EX-522.
- (2) After modification of an aeroplane as required by paragraph (1) of this AD, do not install a slat/flap control box P/N 6-7061 on that aeroplane.

Ref. Publications:

DA SB F900EX-522 original issue dated 08 March 2017.

The use of later approved revisions of this document 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 02 October 2017 as PAD 17-134 for consultation until 30 October 2017. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. 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.

