



## Airworthiness Directive

**AD No.:** 2016-0149

**Issued:** 25 July 2016

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 2000 and Falcon 2000EX aeroplanes

**Effective Date:** 08 August 2016

**TCDS Number(s):** EASA.A.008

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 30 – Ice and Rain Protection – Wing Anti-Ice System / Slat Piccolo Tubes – Inspection / Replacement

**Manufacturer(s):**

Dassault Aviation (DA)

**Applicability:**

Falcon 2000 and Falcon 2000EX aeroplanes, all serial numbers.

**Reason:**

Occurrences were reported of ice accretion on the wing, due to failure of the affected anti-ice piccolo tubes Part Number (P/N) FGFB725102. Investigation results indicated that some wing piccolo tubes P/N FGFB725102 could have manufacturing defects in their welded parts, which may have caused the rupture of the tubes, due to fatigue.

This condition, if not detected and corrected, could lead to undetected significant ice accretion on the wing, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, DA issued Service Bulletin (SB) F2000-431 Revision 1 and SB F2000EX-391 Revision 1 (hereafter referred to collectively as 'the applicable SB' in this AD) to provide instructions for endoscopic inspection of the tubes.



For the reasons described above, this AD requires repetitive inspections of each wing outboard slat piccolo tube and, depending on findings, replacement of the piccolo tube(s) with a serviceable part.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, the affected piccolo tubes are identified by P/N FGFB725102 (left hand (LH) side) and P/N FGFB726102 (right hand (RH) side). Tables 2 and 3 (see Appendix 1 of this AD), listing the outboard slat P/N, can be used to determine if an affected piccolo tube is installed on an aeroplane.

**Repetitive Inspection:**

- (1) Within the compliance times identified in Table 1 of this AD, and, thereafter, at intervals not to exceed the values of Table 1 of this AD, accomplish an endoscopic inspection of each affected piccolo tube in accordance with the instructions of the applicable DA SB.

Table 1 – Repetitive Endoscopic Inspections

Aeroplane	Inspection Threshold	Interval
Falcon 2000	Before exceeding 2 000 FC since aeroplane first flight, or within 1 000 FC after the effective date of this AD, whichever occurs later	2 000 FC
Falcon 2000EX	Before exceeding 1 000 FC since aeroplane first flight, or within 500 FC after the effective date of this AD, whichever occurs later	1 000 FC

**Corrective action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, replace the affected piccolo tube with a serviceable part and re-identify the outboard slat in accordance with the instructions of the applicable DA SB.

**Terminating Action:**

- (3) Modification of an aeroplane by installing serviceable (new P/N) piccolo tube (LH and RH), as identified in the applicable DA SB, constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.

**Condition for part installation:**

- (4) Do not install on any aeroplane an affected piccolo tube (see Note 1 of this AD) or an affected outboard slat (see Appendix 1 Table 2 of this AD), as required by paragraph (4.1) or (4.2) of this AD, as applicable.
  - (4.1) For an aeroplane that, on the effective date of this AD, has an affected piccolo tube or an affected outboard slat installed: After modification of that aeroplane as required by paragraph (2) of this AD, provided both LH and RH piccolo tubes are no longer affected piccolo tubes (see Note 1 of this AD), or as specified in paragraph (3) of this AD.



(4.2) For an aeroplane that, on the effective date of this AD, does not have an affected piccolo tube or an affected external slat installed: From the effective date of this AD.

(5) Installation on an aeroplane of a piccolo tube P/N, approved after the effective date of this AD, is equal to compliance with the requirements of paragraph (2) of this AD, or as specified in paragraph (3) of this AD, provided the conditions as specified in paragraphs (5.1) and (5.2) of this AD are met.

(5.1) The piccolo tube P/N must be approved by EASA, or approved under Dassault Aviation DOA.

(5.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Dassault Aviation DOA.

#### **Ref. Publications:**

Dassault Aviation SB F2000-431 Revision 1, dated 06 June 2016.

Dassault Aviation SB F2000EX-391 Revision 1, dated 06 June 2016.

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 15 June 2016 as PAD 16-089 for consultation until 13 July 2016. 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](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact your Dassault Falcon Technical Center:
  - For Europe, Middle East and Africa based operators:  
Hot Line: (33) 1 47 11 37 37 / Fax: (33) 1 47 11 89 49
  - For USA, Canada and Mexico based operators:  
Help Desk: (1) 800-2FALCON (2325266)
  - All other areas:  
(1) 201 541 4747



## Appendix 1

Note 2: For the purpose of this AD, affected piccolo tubes are installed on an affected outboard slat as listed in Table 2 of this AD. If the outboard slat installed on the aeroplane does not have a P/N listed in Table 2 or Table 3, physically inspect the aeroplane to determine if an affected piccolo tube (see Note 1 of this AD) is installed on that aeroplane.

Note 3: The suffix P (see Table 3 of this AD) is the indication of slats retrofitted with stiffened piccolos (at T section). The new stiffened piccolo tube is procurable by reference **FGFB725102A1** for LH side, and **FGFB726102A1** for RH side.

Note 4: At the time of AD publication, the slats, when procurable, have a P/N bolded inside Table 3.

Note 5: At the time of AD publication, developments are in progress on slats and piccolos outside the purpose of this AD. Slat P/Ns will either be designated L9 or be updated by F2MG135 and F2MG145, whereas new piccolo P/Ns will be designated by P/N F2MG725102 (LH) or P/N F2MG726102 (RH). More can be expected in the future.

Table 2 – Affected Outboard Slats P/Ns

LH	RH
FGFB134	FGFB144
From FGFB134A1 to FGFB134A9 inclusive	From FGFB144A1 to FGFB144A9 inclusive
FGFB134B1	FGFB144B1
From FGFB134C1 to FGFB134C4 inclusive	From FGFB144C1 to FGFB144C4 inclusive
From FGFB134D1 to FGFB134D4 inclusive	From FGFB144D1 to FGFB144D4 inclusive
FGFB135 and FGFB135M	FGFB145 and FGFB145M
From FGFB135A1 to FGFB135A4 inclusive	From FGFB145A1 to FGFB145A4 inclusive
From FGFB135A1M to FGFB135A4M inclusive	From FGFB145A1M to FGFB145A4M inclusive
From FGFB135B1 to FGFB135B3 inclusive	From FGFB145B1 to FGFB145B3 inclusive
From FGFB135B1M to FGFB135B3M inclusive	From FGFB145B1M to FGFB145B3M inclusive
F2MB135	F2MB145
F2MB135A1	F2MB145A1
From F2MB135L1 to F2MB135L5 inclusive	From F2MB145L1 to F2MB145L5 inclusive



Table 3 – Serviceable Outboard Slats P/Ns (see Note 5 of this AD)

<b>LH</b>	<b>R/H</b>
FGFB134P	FGFB144P
From FGFB134A1P to FGFB134A9P inclusive	From FGFB144A1P to FGFB144A9P inclusive
FGFB134B1P	FGFB144B1P
From FGFB134C1P to FGFB134C4P inclusive	From FGFB144C1P to FGFB144C4P inclusive
From FGFB134D1P to FGFB134D4P inclusive	From FGFB144D1P to FGFB144D4P inclusive
FGFB135P and <b>FGFB135MP</b>	FGFB145P and <b>FGFB145MP</b>
From FGFB135A1P to FGFB135A4P inclusive	From FGFB145A1P to FGFB145A4P inclusive
From <b>FGFB135A1MP to FGFB135A4MP</b> inclusive	From <b>FGFB145A1MP to FGFB145A4MP</b> inclusive
From FGFB135B1P to FGFB135B3P inclusive	From FGFB145B1P to FGFB145B3P inclusive
From <b>FGFB135B1MP to FGFB135B3MP</b> inclusive	From <b>FGFB145B1MP to FGFB145B3MP</b> inclusive
F2MB135P	F2MB145P
F2MB135A1P	F2MB145A1P
From F2MB135L1P to F2MB135L5P inclusive	From F2MB145L1P to F2MB145L5P inclusive
From F2MB135L6 to <b>F2MB135L7</b> inclusive	From F2MB145L6 to <b>F2MB145L7</b> inclusive

