Notification of a proposal to issue an Airworthiness Directive

PAD No.: 17-049

Issued: 20 April 2017

Note: This Proposed Airworthiness Directive (PAD) 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.

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 date indicated.

Design Approval Holder's Name:	Type/Model designation(s):
DASSAULT AVIATION	Mystère-Falcon 900, Falcon 900EX, Falcon 2000 and Falcon 2000EX aeroplanes

Effective Date:	[TBD – standard: 14 days after AD issue date]
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

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Manufacturer(s):
Dassault Aviation (DA)

Applicability:
Mystère-Falcon 900 aeroplanes, serial numbers (s/n) as specified in DA Service Bulletin (SB) F900-460 Revision 1, Falcon 900EX aeroplanes, s/n as specified in DA SB F900EX-508 Revision 3, Falcon 2000 aeroplanes, s/n as specified in DA SB F2000-433 Revision 1, and F2000EX aeroplanes, s/n as specified in DA 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, DA 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 DA 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 DA 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 SB at original issue, are compliant with the requirements of paragraphs (1) and (2) of this AD.

Ref. Publications:
DA SB F900-460 Revision 1 issue dated 10 February 2017.

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

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

DA 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. This Proposed AD will be closed for consultation on 18 May 2017.

2. Enquiries regarding this PAD 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 PAD, 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.