



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 17-134

Issued: 02 October 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

Falcon 900EX aeroplanes

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

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 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. This Proposed AD will be closed for consultation on 30 October 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.

