



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-186

Issued: 09 October 2019

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 and Falcon 2000EX aeroplanes

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

TCDS Number(s): EASA.A.008 and EASA.A.062

Foreign AD: Not applicable

Supersedure: None

ATA – Airplane Flight Manual – Section Normal Procedures – Amendment

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 900EX aeroplanes, all manufacturer serial numbers (MSN) that have embodied Dassault modification (mod) M3083 in production (also known as 'F900EX EASy' configuration), except aeroplanes that have embodied Dassault mod M5859 in production; and

Falcon 2000EX aeroplanes, all MSN that have embodied Dassault mod M1691 in production (also known as 'F2000EX EASy' configuration), except aeroplanes that have embodied Dassault mod M3663 in production.

Definitions:

For the purpose of this AD, the following definitions apply:

The applicable AFM CP: Dassault Airplane Flight Manual (AFM) Change Proposal (CP) 0113 (F2000EX EASy) and CP 0156 (F900EX EASy), as applicable.



Reason:

Occurrences were reported of iced angle of attack (AoA) probes after take-off, with associated misleading airspeed indication and/or misleading stall warning. As per design and approved procedures, the take-off position of the thrust levers must be reached within 5 seconds after commencing the take-off run. A slow or late positioning of levers into this position in certain conditions, can lead to probes being heated too late during the take-off run, which increases the risk of icing on probes after take-off.

This condition, if not corrected, could lead to blocked AoA probes, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Dassault developed the applicable AFM CP to the applicable AFM, to provide instructions to the flight crew to manually activate heating of the probes during line up, as a new normal procedure.

For the reasons described above, this AD requires amendment of the applicable AFM.

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

Required as indicated, unless accomplished previously:

AFM amendment:

- (1) Within 30 days after the effective date of this AD, amend the applicable AFM to incorporate the normal procedures as specified in Table 1 of this AD, inform all flight crews and, thereafter, operate the aeroplane accordingly.

Table 1 – Applicable AFM / AFM CP

Affected Aeroplane / Configuration	Applicable AFM	Applicable AFM CP
Falcon 2000EX EASy	DGT88898	CP 113
Falcon 900EX EASy	DGT84972	CP 156

- (2) Amending the applicable AFM to incorporate a later revision, which includes the AFM change as required by this AD, is acceptable to comply with the requirements of paragraph (1) of this AD.

Ref. Publications:

Dassault Falcon 2000EX EASy version, AFM (DGT88898) CP 113.

Dassault Falcon 900EX EASy version, AFM (DGT84972) CP 156.

Remarks:

1. This Proposed AD will be closed for consultation on 23 October 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred



on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).

4. 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)
 - All other areas: Help Desk: (1) 201 541 4747

