


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2007-0016</p> <p>Date: 12 January 2007</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name : DASSAULT AVIATION</p>	<p>Type/Model designation(s): FALCON 2000</p>	
<p>TCDS Number: EASA A.008</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: Not applicable.</p>		
ATA 54	Nacelles/Pylons – Engine Cowlings Locking – Modification	
<p>Manufacturer :</p>	<p>DASSAULT AVIATION</p>	
<p>Applicability :</p>	<p>Falcon 2000 airplanes, all serial numbers, except those that have incorporated Modification M2275 during production or Service Bulletin (SB) F2000-298 in service.</p>	
<p>Reason :</p>	<p>In service events have shown that, after implementation of Dassault Aviation SB F2000-133 and F2000-166, a risk of engine cowlings separation from the airplane still exists, and may cause potential damages to the engine itself and to the horizontal stabilizer.</p> <p>It is suspected that on-ground improper latching may lead to a radial deformation of engine cowlings in flight and to their eventual escape out of their locking devices. This situation may represent a hazard to the aircraft propulsive system and/or its structural integrity.</p> <p>The purpose of this Airworthiness Directive (AD) is to secure safe closure of engine cowlings and improve the existing locking devices.</p>	
<p>Effective Date :</p>	<p>26 January 2007</p>	
<p>Compliance :</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the next 12 months after the effective date of this directive, modify the existing engine cowls locking system in accordance with the instructions</p>	

	<p>contained in Dassault SB F2000-298.</p> <p>(2) Before or concurrent with the modification as required by paragraph (1) of this directive, improve the engine cowling attachments in accordance with the instructions contained in Dassault SB F2000-166 Revision 1 (Modification M1579).</p> <p>Note: Modification of the aircraft in accordance with the instructions contained in Dassault SB F2000-133 (Modification M1486, mandated by DGAC France AD 98-391-006) is also prerequisite to the present AD requirements.</p>
Ref. Publications :	<p>Dassault Aviation Service Bulletin F2000-298, original issue; Dassault Aviation Service Bulletin F2000-133, revision 1; Dassault Aviation Service Bulletin F2000-166, revision 1; or later approved revisions thereof.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this PAD. 2. This AD was posted as PAD 06-254 on 07 December 2006 for consultation until 28 December 2006. No comments were received during the consultation period. 3. Enquiries regarding this PAD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this PAD, please contact your Dassault Customer Service manager / Field Service representative or Dassault Falcon Technical Assistance: <ul style="list-style-type: none"> - For Europe, Middle East and Africa based operators : Hot Line : (33) 1 47 11 35 35 Fax (33)1 47 11 89 49 - For USA, Canada and Mexico based operators : Help Desk : (1) 800-2FALCON (2325266) Fax (1)201 541 4740 - All other areas : Help Desk : (1) 201 541 4747 Fax (1)201 541 4740