


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0262</p> <p>Date: 30 October 2013</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Design Approval Holder's Name : DASSAULT AVIATION</p>	<p>Type/Model designation(s) : Falcon 10 aeroplanes</p>
<p>TCDS Numbers: EASA.A.173</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 27	Flight Control – Flap Structural Box – Inspection / Replacement
<p>Manufacturer(s): Dassault Aviation (formerly Avions Marcel Dassault-Bréguet Aviation)</p>	
<p>Applicability: Falcon 10 aeroplanes, all serial numbers</p>	
<p>Reason:</p> <p>Cracks were found on two Falcon 10 aeroplanes on the inboard end plate (rib) of the Right Hand (RH) inboard flap. On both aeroplanes the crack had initiated in the same area of the rib.</p> <p>This condition, if not detected and corrected, could lead to complete fracture of the rib and loss of integrity of the flap structure.</p> <p>To address this potential unsafe condition, Dassault Aviation published Service Bulletin (SB) F10-318, which provides instructions for inspection of the affected area.</p> <p>For the reasons described above, this AD requires a one-time inspection of the RH and Left Hand (LH) inboard flaps and, depending on findings, replacement of the cracked part.</p>	
<p>Effective Date: 13 November 2013</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 65 days after the effective date of this AD, inspect the ribs n°1 and n°3 of the LH and the RH inboard flaps for cracks in accordance with the accomplishment instructions of Dassault Aviation SB Falcon 10 No 318. (2) If, during the inspection as required by paragraph (1) of this AD, a crack is found, before next flight, replace the inboard flap with a serviceable flap (free from cracks) in accordance with the instructions of Dassault Aviation SB Falcon 10 No 318.
<p>Ref. Publications:</p>	<p>Dassault Aviation SB Falcon 10 No 318.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact your Dassault Falcon Technical Assistance: <ul style="list-style-type: none"> • 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) / Fax: (1) 201 541 4740. • All other areas: Help Desk: (1) 201 541 4747 / Fax: (1) 201 541 4740.