


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 11 - 002</p> <p>Date: 20 January 2011</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance / cancellation 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 closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>DASSAULT AVIATION</p>	<p>Type/Model designation(s) :</p> <p>MYSTERE-FALCON 50 aeroplanes, MYSTERE-FALCON 900 and FALCON 900EX aeroplanes, FALCON 2000 and FALCON 2000EX aeroplanes</p>
<p>TCDS Number : EASA.A.008 and EASA.A.062</p>	
<p>Foreign AD : Not Applicable</p>	
<p>Supersedure : None</p>	
ATA 57	Wings – Main Landing Gear Crashworthiness – Modification
Manufacturer(s):	DASSAULT AVIATION
Applicability:	<p>Mystere-Falcon 50 aeroplanes (including Falcon 50EX version), all serial numbers.</p> <p>Mystere-Falcon 900 and Falcon 900EX aeroplanes (including Falcon 900DX version), all serial numbers, except those on which modification M5413 has been embodied.</p> <p>Falcon 2000 and Falcon 2000EX aeroplanes (including Falcon 2000DX version), all serial numbers, except those on which modification M3072 has been embodied.</p>
Reason:	<p>In service experience has shown that, in case of main landing gear collapse due to overloads during take off or landing (e.g. during high-speed runway excursions), the wing tank structure can fail, leading to fuel spillage. Further analysis, using computer tools not available at time of the original certification, has established that the original compliance demonstration to JAR/FAR 25.721 was inadequate.</p> <p>This condition, if not corrected, could result, in case of main landing gear collapse, in a fuel spillage which may constitute a fire hazard.</p> <p>To address this unsafe condition, Dassault Aviation have developed a structural modification of the wing fuel tanks in the area of the wheel well</p>

	<p>which introduces a dry bay by adding a sealed boundary in front of the rear spar between ribs 4 and 5.</p> <p>For the reasons described above, this AD requires accomplishment of the above-mentioned modification for the Right Hand (RH) and Left Hand (LH) wing fuel tanks.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required action(s) and Compliance Time(s):	<p>Required as indicated unless previously accomplished:</p> <p>Within 150 months after the effective date of this AD, accomplish the modification of the RH and LH wing fuel tanks in accordance with the instructions of Service Bulletins (SBs) F50-496, SB F900-388, SB F900EX-329, SB F2000-358 or SB F2000EX-171, as applicable to the aeroplane type.</p> <p>Note:</p> <p>The applicable SBs contain a training paragraph which states that each person applying the SB must have successfully completed a training program.</p>
Ref. Publications:	<p>Dassault Aviation Service Bulletin F50-496, initial issue dated October 22, 2009.</p> <p>Dassault Aviation Service Bulletin F900-388, initial issue dated October 22, 2009.</p> <p>Dassault Aviation Service Bulletin F900EX-329, initial issue dated September 25, 2009.</p> <p>Dassault Aviation Service Bulletin F2000-358, initial issue dated September 25, 2009.</p> <p>Dassault Aviation Service Bulletin F2000EX-171, initial issue dated July 6, 2009.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 17 February 2011. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. 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: <ul style="list-style-type: none"> • 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