


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-030</p> <p>Date: 05 February 2014</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 of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.</p> <p>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>Design Approval Holder's Name :</p> <p>DASSAULT AVIATION</p>	<p>Type/Model designation(s) :</p> <p>Mystère-Falcon 50, Mystère-Falcon 900, Falcon 900EX, Falcon 2000, Falcon 2000EX and Falcon 7X aeroplanes</p>
<p>TCDS Numbers: EASA.A.062, EASA.A.008 and EASA.A.155</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 25	Equipment / Furnishings – Veneered Panels / Fire Resistance – Inspection / Rework
Manufacturer(s):	Dassault Aviation
Applicability:	<ul style="list-style-type: none"> - Mystere-Falcon 50 aeroplanes, serial numbers (s/n) 264, 278, 283, 286, 291 and s/n 346 to 352 inclusive. - Mystere-Falcon 900 aeroplanes, s/n 185 and 194. - Falcon 900EX aeroplanes, s/n 34, 51, 75, 83, 90, 92, 95, 105, 108, 113, 116, 133, 148, 149, 156, 166, 189, 191, 193, 195, 198, 205, 211, 217, 224, 227, 604, 609, 610, 612, 614, 616, 617 and 623. - Falcon 2000 aeroplanes, s/n 54, 55, 61, 100, 107, 111, 114, 134, 142, 144, 150, 158, 160, 165, 167, 168, 169, 171, 177, 181, 185, 188, 191, 194, 200, 202, 205, 208, 209 and 216. - Falcon 2000EX aeroplanes, s/n 7, 8, 14, 34, 76, 82, 102, 105, 110, 113, 118, 128, 132, 136, 141, 143, 148, 152, 156, 160, 180, 185, 193, 195, and 603. - Falcon 7X aeroplanes, s/n 44 and 68.
Reason:	<p>A quality review has revealed a deviation in the traceability of burn tests of cabinets manufactured by Jet Aviation Basel (JBSL) and installed on certain Falcon aeroplanes delivered between 1998 and 2009. On these aeroplanes, it cannot be demonstrated that veneered surfaces in the interior furnishing received the necessary quantity of fire retardant to meet the applicable requirements.</p> <p>This condition, if not detected and corrected, could, in combination with an ignition source, lead to fire in the cabin, possibly resulting in damage to the aeroplane and/or injuries to the occupants.</p>

	<p>To address this potential unsafe condition, the cabinet manufacturer JBSL and aeroplane manufacturer Dassault Aviation developed a corrective action programme, including instructions to rework the cabin interiors of the aeroplanes on which the discrepancy might be present.</p> <p>For the reasons described above, this AD requires rework of the affected cabin interior parts, implementing the corrective action programme developed by Dassault Aviation with JBSL.</p> <p>This AD also allows, as alternative, either the accomplishment of certain inspections (chemical analysis after sampling) of the cabin interior parts with follow-up actions, depending on results, or modification or replacement of the affected cabin interior parts.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 144 months after the effective date of this AD, or within 7 500 flight cycles, whichever occurs first after the effective date of this AD, accomplish one of the actions, as specified in paragraph (1), (2) or (3) of this AD:</p> <ol style="list-style-type: none"> (1) Rework the affected veneered parts of the aeroplane interior in accordance with the instructions of Dassault Aviation Service Bulletin (SB) F50-514, SB F900-423, SB F900EX-394, SB F2000-392, SB F2000EX-262 or SB F7X-173, as applicable. (2) Inspect all cabin zones presenting veneered surfaces to confirm presence of fire retardant, by accomplishing a chemical analysis after sampling in accordance with the instructions of Dassault Aviation SB F50-513, SB F2000-374, SB F2000EX-247, SB F900-422, SB F900EX-390 or SB F7X-172 as applicable. If any sample from a cabin zone fails to pass the inspection (negative result to the presence of fire retardant), within the compliance time of this AD, rework all veneered parts of the affected zone as specified in paragraph (1) of this AD, or replace or modify the parts as specified in paragraph (3) of this AD. <p>Note: The sampling, in accordance with a Dassault Aviation SB as specified in paragraph (2) of this AD, defines the notion of zones of the cabin for which common veneer properties are assumed, based on manufacturing process. All wooden parts in a zone are to be treated in the same way.</p> <ol style="list-style-type: none"> (3) Replace or modify all affected veneered parts of the cabin interior, in accordance with approved aeroplane modification instructions, as applicable to the aeroplane type and model. (4) An aeroplane for which it can be demonstrated that all affected interior wooden parts have been re-varnished, re-veneered or replaced since delivery, by an approved method, is considered compliant with the requirements of paragraph (3) of this AD.
Ref. Publications:	<p>Dassault Aviation SB F50-513 original issue dated 04 April 2011, or revision 1 dated 31 January 2014.</p> <p>Dassault Aviation SB F900-422 original issue dated 04 April 2011, or revision 1 dated 31 January 2014.</p> <p>Dassault Aviation SB F900EX-390 original issue dated 04 April 2011, or revision 1 dated 13 February 2012, or revision 2 dated 31 January 2013, or revision 3 dated 08 October 2013.</p> <p>Dassault Aviation SB F2000-374 original issue dated 04 April 2011, or revision 1 dated 13 February 2012, or revision 2 dated 31 January 2013.</p> <p>Dassault Aviation SB F2000EX-247 original issue dated 04 April 2011, or revision 1 dated 20 November 2012, or revision 2 dated 31 January 2013.</p> <p>Dassault Aviation SB F7X-172 original issue dated 04 April 2011, or revision 1</p>

	<p>dated 31 January 2013.</p> <p>Dassault Aviation SB F50-514 original issue dated 20 November 2012.</p> <p>Dassault Aviation SB F900-423 original issue dated 20 November 2012.</p> <p>Dassault Aviation SB F900EX-394 original issue dated 20 November 2012, or revision 1 dated 08 October 2013.</p> <p>Dassault Aviation SB F2000-392 original issue dated 20 November 2012.</p> <p>Dassault Aviation SB F2000EX-262, original issue dated 20 November 2012.</p> <p>Dassault Aviation SB F7X-173, original issue dated 20 November 2012.</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 05 March 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive 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 / 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