



Airworthiness Directive

AD No.: 2016-0110

Issued: 15 June 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

DASSAULT AVIATION

Type/Model designation(s):

Mystère-Falcon 900, Falcon 900EX, Falcon 2000 and Falcon 2000EX aeroplanes

Effective Date: 29 June 2016

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

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2014-0061 dated 11 March 2014.

ATA 25 – Equipment / Furnishings – Cockpit Seat / Locking Springs – Replacement

Manufacturer(s):

Dassault Aviation (DA)

Applicability:

Mystère-Falcon 900, Falcon 900EX, Falcon 2000 and F2000EX aeroplanes, all manufacturer serial numbers, if equipped with SICMA 132-series or 142-series pilot and co-pilot seats, having a Part Number (P/N) as defined in Table 1 of this AD.

Reason:

A co-pilot reported that, during take-off at rotation, the seat was sliding aft on its tracks. The results of the investigations concluded that one spring of the seat locking system was broken and the other was weak. The root cause was determined to be fatigue wear. As springs accumulate cycles in service, they become increasingly exposed to the risk of unnoticed degradation.

This condition, if not corrected, could lead to failure of a seat locking spring, possibly causing the flight crew member to lose contact with, or making an inadvertent input on, the flight controls, possibly resulting in loss of control of the aeroplane.



To initially address this unsafe condition, DA decided on replacement of the affected seat springs and EASA issued AD 2014-0061 to require a one-time replacement of the affected springs, installed on affected pilot and co-pilot seats on older aeroplanes, with serviceable springs.

Since that AD was issued, it was identified that only certain seats P/Ns, including certain springs P/Ns, are affected and that, for those affected spring P/Ns, a repetitive replacement with serviceable ones is required.

For the reasons described above, this AD partially retains the requirements of EASA AD 2014-0061, which is superseded, identifies the affected seats and requires repetitive replacement of the affected springs.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, affected pilots and co-pilots seats have a P/N as listed in Table 1 of this AD.

Table 1 - Affected pilot and co-pilot seats

P/N 132-series		P/N 142-series	
132051-100	132050-111	1421320-17	1421310-17
132050-100	132051-113	1421321-17	1421311-01
132051-103	132050-113	1421310-01	1421311-10
132050-103	132051-110	1421310-10	1421311-11
132051-101	132050-110	1421310-11	1421311-14
132050-101		1421310-14	1421311-15
132051-111		1421310-15	1421311-17

- (1) Within the compliance time specified in Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed 3 750 flight cycles (FC), replace each spring P/N 132100-19 or P/N 147100-19, as applicable, with a new spring (see Note 2 of this AD) in accordance with the accomplishment instructions of DA Service Bulletin (SB) F900-429, SB F900EX-446, SB F2000-401 or SB F2000EX-267, as applicable.

Note 2: For the purpose of this AD, a new spring is a P/N 147100-19 spring that has never been installed on an aeroplane.



Table 2 – Initial Seat Locking Spring Replacement

Time Accumulated (by the aeroplane or the spring, as applicable)	Compliance Time
For aeroplanes that, on 25 March 2014 [the effective date of EASA AD 2014-0061], had exceeded 3 750 FC, or had exceeded 74 months, whichever occurred first since aeroplane first flight	Within 9 months after 25 March 2014 [the effective date of EASA AD 2014-0061]
For a spring that, on the effective date of this AD, has exceeded 3 750 FC since first installation on an aeroplane, or for which the number of FC since first installation is unknown	Within 9 months after the effective date of this AD
For a spring that, on the effective date of this AD, has accumulated less than 3 750 FC since first installation on an aeroplane	Before exceeding 3 750 FC since first installation of the spring on an aeroplane, or within 9 months after the effective date of this AD, whichever occurs later

- (2) Replacement of a seat locking spring P/N 132100-19 or P/N 147100-19 on an aeroplane does not constitute terminating action for the repetitive replacements, as required by paragraph (1) of this AD for that aeroplane.
- (3) After the initial seat locking spring replacement as required by paragraph (1) of this AD, do not install on any aeroplane a seat locking spring P/N 132100-19.

Ref. Publications:

Dassault Aviation SB F900-429, SB F900EX-446, SB F2000-401, or SB F2000EX-267, all dated 15 May 2012.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 21 April 2016 as PAD 16-060 for consultation until 19 May 2016. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this AD, 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)
 - For all other areas: Help Desk: (1) 201 541 4747.

