



## Airworthiness Directive

**AD No.:** 2023-0041

**Issued:** 21 February 2023

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 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:** 07 March 2023

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 30 – Ice and Rain Protection – Wing Anti-Ice System – Inspection

### Manufacturer(s):f

Dassault Aviation (Dassault), formerly Avions Marcel Dassault - Breguet Aviation

### Applicability:

Mystère-Falcon 900 aeroplanes, serial numbers (s/n) 1 to 202 inclusive;  
 Falcon 900EX aeroplanes, all variants, s/n 1 to 322 inclusive, and s/n 601 to 624 inclusive;  
 Falcon 2000 aeroplanes s/n 1 to 231;  
 Falcon 2000EX aeroplanes, all variants, s/n 1 to 365 inclusive, s/n 367 to 371 inclusive, s/n 601 to 604 inclusive and s/n 702 to 746 inclusive.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The SB:** Dassault Service Bulletin (SB) F900-485, SB F900EX-600, SB F2000-460 and SB F2000EX-499, as applicable.

**The AMM task:** Aircraft Maintenance Manual (AMM) task 57-00-00-210-801 "GENERAL VISUAL INSPECTION OF THE WINGS", as in the AMM revision/update listed in Table 1 of this AD, or later, as applicable to aeroplane model (see Note 1 of this AD).



**Table 1 – AMM Revisions / Updates**

| <b>Aeroplane Model</b>                               | <b>AMM Revision / Update</b>                         |
|------------------------------------------------------|------------------------------------------------------|
| Mystère-Falcon 900                                   | AMM Revision 56 - Update 3, issue date 08 April 2021 |
| Falcon 900EX                                         | AMM Revision 39 - Update 3, issue date 08 April 2021 |
| Falcon 900EX EASy<br>Falcon 900LX                    | AMM Revision 27 - Update 3, issue date 08 April 2021 |
| Falcon 900DX                                         | AMM Revision 25 - Update 3, issue date 08 April 2021 |
| Falcon 2000                                          | AMM Revision 41 - Update 2, issue date 13 April 2021 |
| Falcon 2000EX                                        | AMM Revision 27 - Update 2, issue date 13 April 2021 |
| Falcon 2000EX EASy<br>F2000LX<br>F2000LXS<br>F2000DX | AMM Revision 27 - Update 2, issue date 13 April 2021 |
| F2000S                                               | AMM Revision 11 - Update 2, issue date 13 April 2021 |

Note 1: Falcon 900EX EASy, Falcon 900LX, Falcon 900DX, Falcon 2000EX EASy, F2000LX, F2000LXS, F2000DX and F2000S are commercial designations of Falcon 900EX and Falcon 2000EX, the configuration of which is identified in the EASA TCDSs, as applicable.

#### **Reason:**

Occurrences of Wing Anti-Icing (WAI) leaks in the wing leading edge have been reported in service, due to incorrect installation of Wiggins coupling on the wing anti-icing system, or (for Falcon 2000 and Falcon 2000EX aeroplanes) to the detachment of the pressure switch line from the WAI pipe.

This condition, if not detected and corrected, could lead to a loss of performance of the wing anti-ice protection system, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Dassault updated the AMM task to include dedicated inspections, and issued the SB, providing instruction to accomplish an inspection for those aeroplanes on which the AMM task has not been accomplished.

For the reason described above, this AD requires a one-time inspection of the wing anti-ice system and, depending on findings, corrective actions.

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within 6 months after the effective date of this AD, inspect the wing anti-ice system in accordance with the instructions of section 2.B of the SB.



**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as identified in the SB, is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of section 2.B of the SB.

**Alternative Method(s):**

- (3) Accomplishment of an inspection of an aeroplane in accordance with the instructions of the AMM task, as defined in this AD, is an acceptable method to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, for that aeroplane.

**Ref. Publications:**

Dassault SB F900-485 original issue dated 16 January 2023.

Dassault SB F900EX-600 original issue dated 16 January 2023.

Dassault SB F2000-460 original issue dated 16 January 2023.

Dassault SB F2000EX-499 original issue dated 16 January 2023.

The use of later approved revisions of the above-mentioned 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 31 January 2023 as PAD 23-014 for consultation until 14 February 2023. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact Dassault Falcon Command Centre:
  - Mérignac, France: Phone +33 5 56 18 47 47 or  
E-mail: [commandcenter@dassault-aviation.com](mailto:commandcenter@dassault-aviation.com).



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