
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Dassault Aviation Falcon 2000 Series Aeroplanes**AD/F2000/16****Flight Controls - Trailing Edge
Flaps Rotating Rods****8/2006**

Applicability: Falcon 2000 and 2000EX aeroplanes.

- Requirement:**
1. Verify the correct assembly of the flap rotating rods and associated retaining brackets installed in the LH/RH wing root compartment and in the LH and / or RH main landing gear compartment, as instructed in the respective Dassault Aviation Service Bulletins (SB) listed in table 1 below.
 2. If a rod is found damaged, replace this rod in accordance with the respective Dassault Aviation SB given in the table 1 below.
 3. Label the rods and associated retaining brackets as instructed in the respective Dassault Aviation SB given in table 1 below.

Table 1

Falcon 2000	Dassault Aviation SB F2000-326 or later DGAC approved revision.
Falcon 2000EX	Dassault Aviation SB F2000EX-83 or later DGAC approved revision.

Note: EASA AD 2006-0115 dated 10 May 2006 refers.

- Compliance:**
1. Within 330 flight hours or within 7 months from the effective date of this AD, whichever occurs first.
 2. Prior to further flight after the effective date of this AD.
 3. Within 330 flight hours or within 7 months from the effective date of this AD, whichever occurs first.

This Airworthiness Directive becomes effective on 3 August 2006.

Dassault Aviation Falcon 2000 Series Aeroplanes

AD/F2000/16 (continued)

Background: A rotating rod in the trailing edge flap control linkage broke in flight. Investigations revealed that the rotating rod had been installed in the wrong side during maintenance. The incorrect installation of the rod caused contact between the rotating rod and its retaining bracket leading, after some time in operation, to rod breakage and a flap asymmetry situation.

Flap asymmetry combined with a latent failure of the asymmetry detection system is classified as a catastrophic failure condition.



James Coyne
Delegate of the Civil Aviation Safety Authority

21 June 2006