



## Airworthiness Directive

**AD No.:** 2019-0273R1

**Issued:** 09 December 2019

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, 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 (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:** DASSAULT AVIATION  
**Type/Model designation(s):** Falcon 900EX and Falcon 2000EX aeroplanes

**Effective Date:** Revision 1: 16 December 2019  
 Original issue: 18 November 2019

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

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2019-0273 dated 04 November 2019.

### ATA – Airplane Flight Manual – Section Normal Procedures – Amendment

#### Manufacturer(s):

Dassault Aviation (Dassault)

#### Applicability:

Falcon 900EX aeroplanes, all manufacturer serial numbers (MSN) that have embodied Dassault modification (mod) M3083 (also known as 'F900EX EASy' configuration), except aeroplanes that have embodied Dassault mod M5859 in production, or the applicable SB in service; and

Falcon 2000EX aeroplanes, all MSN that have embodied Dassault mod M1691 (also known as 'F2000EX EASy' configuration), except aeroplanes that have embodied Dassault mod M3663 in production, or the applicable SB in service.

#### Definitions:

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

**The applicable AFM CP:** Dassault Airplane Flight Manual (AFM) Change Proposal (CP) 0113 (F2000EX EASy) and CP 0156 (F900EX EASy), as applicable.

**The applicable SB:** Dassault Service Bulletin (SB) F900EX-473 and SB F2000EX-345, as applicable.



**Reason:**

Occurrences were reported of iced angle of attack (AoA) probes or pitot probes after take-off, associated with misleading stall warning and/or misleading airspeed indication. As per design and approved procedures, the take-off position of the thrust levers must be reached within 5 seconds after commencing the take-off run. A slow or late positioning of levers into this position in certain conditions, can lead to probes being heated too late during the take-off run, which increases the risk of icing on probes after take-off.

This condition, if not corrected, could lead to blocked AoA probes, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Dassault developed the applicable AFM CP to the applicable AFM, to provide instructions to the flight crew to manually activate heating of the probes during line up, as a new normal procedure.

For the reasons described above, this AD requires amendment of the applicable AFM.

This AD is revised to correct the Applicability, to confirm that aeroplanes on which the applicable SB, as defined in this AD, was embodied in service can be excluded. In addition, the Reason section has been amended for clarification.

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

Required as indicated, unless accomplished previously:

**AFM amendment:**

- (1) Within 30 days after 18 November 2019 [the effective date of this AD at original issue], amend the applicable AFM to incorporate the normal procedures as specified in Table 1 of this AD, inform all flight crews and, thereafter, operate the aeroplane accordingly.

Table 1 – Applicable AFM / AFM CP

| Affected Aeroplane / Configuration | Applicable AFM | Applicable AFM CP |
|------------------------------------|----------------|-------------------|
| Falcon 2000EX EASy                 | DGT88898       | CP 113            |
| Falcon 900EX EASy                  | DGT84972       | CP 156            |

- (2) Amending the applicable AFM to incorporate a later revision, which includes the AFM change as required by this AD, is acceptable to comply with the requirements of paragraph (1) of this AD.

**Ref. Publications:**

Dassault SB F900EX-473 original issue dated 15 April 2015.

Dassault SB F2000EX-345 original issue dated 15 April 2015.

Dassault Falcon 2000EX EASy version, AFM (DGT88898) CP 113.

Dassault Falcon 900EX EASy version, AFM (DGT84972) CP 156.



**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 09 October 2019 as PAD 19-186 for consultation until 23 October 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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](#).
5. 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)
  - All other areas: Help Desk: (1) 201 541 4747

