Airworthiness Directive

AD No.: 2017-0142

Issued: 08 August 2017

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):

Fan Jet Falcon, Mystère-Falcon 20, Mystère-Falcon 200 and Mystère-Falcon 50 aeroplanes

Effective Date: 22 August 2017

TCDS Number(s): EASA.A.062 and France N° 103 (including bis and ter)

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Main Entrance Door Placard – Installation / Replacement

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Manufacturer(s):

Dassault Aviation (DA)

Applicability:

Mystère Falcon 50 aeroplanes, manufacturer serial numbers (MSN) 2 to MSN 352 inclusive.

Fan Jet Falcon aeroplanes, all models (series), all MSN.

Mystère Falcon 200 and 20GF, all MSN.

Mystère Falcon 20-C5 , -D5, -E5 and -F5 aeroplanes, all MSN.

Reason:

During approach for landing, a Mystère-Falcon 20-(X)5 lost the main entrance door (MED) at an altitude of 7 000 feet. The flight crew maintained control of the aeroplane to land uneventfully. The results of the preliminary technical investigations concluded that the cause of this event could be either a broken cable, or an unlocked safety catch, associated with one or two deficient micro switches.

This condition, if not detected and corrected, could lead to in-flight opening and/or detachment of the MED, possibly resulting in damage to, or loss of control of, the aeroplane, and/or injury to persons on the ground.

To address this potential unsafe condition, DA issued Service Bulletin (SB) F20-789, SB F200-133 and SB F50-531, providing instructions to inspect, adjust, and accomplish an operational test of the closure mechanism of the MED, and EASA issued AD 2015-0007 to require those actions.

Since that AD was issued, following new reported events of MED opening in flight, DA additionally published SB F20-788, SB F200-136 and SB F50-548, as applicable, to provide instructions for installation of new placards on the MED.

For the reasons described above, this AD requires removal of the existing MED placard (if installed) and installation of the new placard with improved instructions for closing the MED.

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

Required as indicated, unless accomplished previously:

Note 1: DA SB F20-788, DA F200-136 and DA F50-548 are hereafter collectively referred to as 'the applicable DA SB' in this AD.

Modification:

(1) Within 13 months after the effective date of this AD, modify the aeroplane by installing the new MED placard or by replacing the current MED placard with the new placard in accordance with the instructions of the applicable DA SB (see Note 1 of this AD).

(2) Concurrent with the action as required by paragraph (1) of this AD, as applicable, inform all flight crews and, thereafter, close the MED in accordance with below procedure.

Procedure for closing the MED

The crew must check passenger door closing and locking as part of normal procedures. To ensure the door-closing sequence has been successfully completed, the handle safety catch (red lever) must be engaged. This can be confirmed by a gentle pull on the inner door handle. This must be followed by a visual check to ensure the picking latches are in the correct closed position (fully engaged over their respective door stop on the airframe). As all latches are linked together, the correct position of the bottom aft picking latch ensures correct position of all others.

Ref. Publications:

DA SB F50-548 original issue dated 19 June 2017.

DA SB F20-788 original issue dated 19 June 2017.

DA SB F200-136 original issue dated 19 June 2017.

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 06 July 2017 as PAD 17-090 for consultation until 03 August 2017. No comments were received during the consultation period.

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.