



Airworthiness Directive

AD No.: 2017-0240

Issued: 05 December 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):

Falcon 7X, 2000EX and 900EX aeroplanes

Effective Date: 19 December 2017

TCDS Number(s): EASA.A.155, EASA.A.062 and EASA.A.008

Foreign AD: Not applicable

Supersedure: None

ATA 34 – Navigation – Barometric Setting – Operational Limitations / Master Minimum Equipment List – Amendment

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 7X aeroplanes, all serial numbers (SN), except those that have embodied Dassault modification (Mod) M1254 or Mod M1705 in production, or Dassault Service Bulletin (SB) F7X-322 in service.

Falcon 2000EX aeroplanes, all SN that have embodied Dassault Mod M1691 in production, except those that have embodied Dassault Mod M3849 in production, or Dassault SB F2000EX-322 or SB F2000EX-323 in service.

Falcon 900EX aeroplanes, all SN that have embodied Dassault Mod M3083 in production, except those that have embodied Dassault Mod M6002 in production, or Dassault SB F900EX-422 or SB F900EX-423 in service.

Reason:

An occurrence was reported where, during approach, a Dassault 7X aeroplane experienced an unexpected change of barometric setting values, on both pilot and co-pilot sides, also having some



other effects on display and navigation systems. Investigation showed that a temporary defect of a Cursor Control Device (CCD) can release erroneous but apparently valid data to the avionics. Depending on the resulting flight deck effects, crew members may be unaware of any incorrect barometric setting values.

This condition, if not corrected, could lead to a wrong flight altitude, possibly affecting continued safe flight and landing.

To address this potential unsafe condition, DA is developing corrective actions through an upgrade of "EASy" Avionics software. Pending the availability in service of those upgrades, DA issued an Aircraft Flight Manual (AFM) amendment and a Master Minimum Equipment List (MMEL) amendment, related to dispatch with a Traffic Collision Avoidance System (TCAS) or Enhanced Ground Proximity Warning System (EGPWS).

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

This AD is considered an interim measure and further AD action may follow.

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

Required as indicated, unless accomplished previously:

AFM / MMEL Amendments:

- (1) Within 10 flight cycles (FC) after the effective date of this AD, accomplish the actions as required by paragraphs (1.1) and (1.2) of this AD, inform all flight crews and, thereafter, operate the aeroplane accordingly.
 - (1.1) Amend the applicable Dassault AFM to incorporate 'LIMITATIONS AVIONICS – Baro-setting' as specified in Table 1 of this AD. Amending the applicable AFM can be accomplished by inserting a copy of the AFM Limitation, as specified in Table 1 of this AD into the AFM. Amending the AFM by incorporating an AFM revision containing the information of Table 1 is an acceptable method to comply with this paragraph.

Table 1 - LIMITATIONS AVIONICS – Baro-setting

BARO-SETTING
<p style="text-align: center;">CAUTION</p> <p>Baro-setting shall be crosschecked at regular intervals and particularly when performing altitude or flight level changes.</p>

- (1.2) Amend the applicable DA MMEL, on the basis of which the operator has established the applicable MEL, by incorporating the temporary dispatch restrictions 'New Conditions of dispatch with TCAS and EGPWS' as listed in Table 2 of this AD, as applicable. Amending



the MMEL can be accomplished by inserting a copy of the applicable MMEL – CP page into the MMEL.

Table 2 – Applicable MMEL

Aeroplane Model	Applicable MMEL-CP
Falcon 900EX	CP0205-PUB-F900EX EASy
Falcon 2000EX	CP0205-PUB-F2000EX EASy
Falcon 7X	CP0205-PUB-F7X

- (2) After amending the applicable DA MMEL of an aeroplane, as required by paragraph (1.2) of this AD, dispatch on that aeroplane with inoperative TCAS or EGPWS is allowed, provided that the operator's MEL of that aeroplane has been amended, consistent with the dispatch restrictions as specified in the applicable MMEL-CP (see Table 2 of this AD).

Optional Modification:

- (3) After modification of an aeroplane in service (Dassault SB), as specified in Table 3 of this AD, the operational restrictions as required by paragraph (1) of this AD can be removed from that aeroplane.

Table 3 – Optional Modification

Aeroplane Model	Modification / SB
Falcon 7X	SB F7X-322
Falcon 2000EX	SB F2000EX-322 SB F2000EX-323
Falcon 900EX	SB F900EX-422 or SB F900EX-423

Ref. Publications:

Dassault MMEL-CP0205-PUB-F900EX EASy.

Dassault MMEL-CP0205-PUB-F2000EX EASy.

Dassault MMEL-CP0205-PUB-F7X.

Dassault SB F7X-322 original issue dated 24 October-2017.

Dassault SB F2000EX-322 original issue dated 17 October 2016.

Dassault SB F2000EX-323 original issue dated 13 July 2017.

Dassault SB F900EX-422 original issue dated 22 September 2017.



Dassault SB F900EX-423 original issue dated 09 December 2016.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. 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

