



Airworthiness Directive

AD No.: 2017-0240R1

Issued: 08 July 2020

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 7X, 2000EX and 900EX aeroplanes

Effective Date: Revision 1: 15 July 2020
Original issue: 19 December 2017

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

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2017-0240 dated 05 December 2017.

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 or Mod M1969 in production, or have embodied Dassault Service Bulletin (SB) F7X-322 or SB F7X-521 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 have embodied 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 have embodied 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 issued an Aircraft Flight Manual (AFM) amendment and a Master Minimum Equipment List (MMEL) amendment, related to dispatch with an inoperative Traffic Collision Avoidance System (TCAS) or Enhanced Ground Proximity Warning System (EGPWS). Consequently, EASA published AD 2017-0240 to require amendment of the applicable AFM and MMEL.

Since that AD was issued, DA developed the necessary corrective action for Falcon 7X aeroplanes, and certified EASy II Load 14.4 with associated Mod 1969. In addition, DA published SB F7X-521 for embodiment of that Mod in-service.

Consequently, this AD is revised to exclude post-Mod 1969 aeroplanes and post-SB F7X-521 from the Applicability, and to confirm that embodiment of DA SB F7X-521 allows the removal of the operational restrictions.

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

Required as indicated, unless accomplished previously:

AFM / MMEL Amendments:

- (1) Within 10 flight cycles (FC) after 19 December 2017 [the effective date of the original issue 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
CAUTION
Baro-setting shall be crosschecked at regular intervals and particularly when performing altitude or flight level changes.



- (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), in accordance with the instructions of the Modification SB as specified in Table 3 of this AD, as applicable, 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 or SB F7X-521
Falcon 2000EX	SB F2000EX-322 or 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 F7X-521 original issue dated 14 February 2020.

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 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. 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: 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 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

