



Airworthiness Directive

AD No.: 2017-0130

Issued: 26 July 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 and Mystère-Falcon 20 aeroplanes

Effective Date: 09 August 2017

TCDS Number(s): France N° 103 (including bis and ter)

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Down-Locking Mechanism – Modification

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

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

Mystère Falcon 20-C5, -D5, -E5 and -F5 aeroplanes, all MSN, except MSN 478 and 485.

Reason:

An incident occurred in January 2016 on a Falcon 20-5 aeroplane where, upon touchdown, one main landing gear (MLG) collapsed, due to a sequence anomaly.

This condition, if not corrected, could lead to additional events of MLG collapse, possibly resulting in damage to the aeroplane and injury to the occupants.

Prompted by previous similar events, Dassault developed a modification, ensuring that hydraulic pressure of circuit #1 of the landing gear actuators is maintained after the extension sequence is completed. As a result, in the unlikely case of having one of the legs not properly mechanically locked down, the pressure maintained in the landing gear bracing devices will prevent landing gear from collapsing. Dassault published Service Bulletin (SB) F20-676 in 1981 (later revised in 1998) which contains the necessary instructions to modify in-service aeroplanes.



For the reasons described above, this AD requires an electrical modification of the landing gear sequence logic.

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

Required as indicated, unless accomplished previously:

Modification:

Within 74 months after the effective date of this AD, accomplish the electrical modifications in accordance with the instructions of Dassault SB F20-676.

Ref. Publications:

Dassault SB F20-676 original issue dated 23 December 1981, or Revision 1 dated 04 March 1998.

The use of later approved revisions of this document 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 22 June 2017 as PAD 17-080 for consultation until 20 July 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.

