



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-080

Issued: 22 June 2017

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

DASSAULT AVIATION

Type/Model designation(s):

Fan Jet Falcon and Mystère-Falcon 20 aeroplanes

Effective Date: [TBD – standard: 14 days after AD issue date]

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. This Proposed AD will be closed for consultation on 20 July 2017.
2. Enquiries regarding this PAD 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 PAD, 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.

