



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 17-090

Issued: 06 July 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:	Type/Model designation(s):
DASSAULT AVIATION	Fan Jet Falcon, Mystère-Falcon 20, Mystère-Falcon 200 and Mystère-Falcon 50 aeroplanes

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

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

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 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. This Proposed AD will be closed for consultation on 03 August 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.

