


EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0208R1 Date: 02 June 2010 <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
Type Approval Holder's Name : DASSAULT AVIATION	Type/Model designation(s) : FALCON 7X aeroplanes
TCDS Number : EASA.A.155	
Foreign AD : Not applicable	
Revision: This AD revises EASA AD 2009-0208 dated 13 October 2009	
ATA 34	Navigation - Radio-altimeter Lock-up - Operational Procedure
Manufacturer(s):	Dassault Aviation
Applicability:	All Falcon 7X aeroplanes, all serial numbers.
Reason:	<p>Several occurrences of untimely radio-altimeter lock-up have been reported, where the failed radio-altimeter indicated a negative distance to the ground despite the aircraft was flying at medium or high altitude.</p> <p>A locked radio-altimeter #1 leads to untimely inhibition of warnings that could be displayed along with certain abnormal conditions while the avionics system switches into landing mode during altitude cruise.</p> <p>Investigation in order to determine the root cause of radio-altimeter lock-up is in progress. In the meantime, Dassault Aviation has developed an operational procedure that in case of radio-altimeter #1 lock-up allows the crew, by depowering radio-altimeter #1, to restore in flight the system warning performance.</p> <p>Failure to comply with this interim flight procedure may cause the crew to be unaware of possible system failures that could require urgent crew's actions.</p> <p>To address this unsafe condition, AD 2009-0208 was issued on 13 October 2009. It mandated application of a new abnormal Airplane Flight Manual (AFM) procedure when radio-altimeter #1 lock-up occurs and prohibited dispatch of the aeroplane with any radio-altimeter inoperative.</p>

	<p>Since AD 2009-0208 was issued, Easy avionics load 10 has been developed with change M0566 or Service Bulletin (SB) Falcon 7X n°100 that brings new features to display a "RA miscompare" flag on both Primary Display Units (PDU) and accepts a commanded system reversion to the correct radio-altimeter output.</p> <p>EASA AD 2009-0208R1 is issued to allow not deactivating radio-altimeter #1 in case lock-up conditions occur in flight for aeroplanes on which M0566 or SB Falcon 7X n°100 has been embodied.</p>
Effective Date:	<p>Revision 1 : 16 June 2010</p> <p>Original issue : 27 October 2009</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated after the effective date of the original issue of this AD:</p> <ol style="list-style-type: none"> (1) For aeroplanes on which M0566 or SB Falcon 7X n°100 has not been embodied, if radio-altimeter #1 lock-up conditions occur in flight, power off radio-altimeter #1, in accordance with the instructions of Falcon 7X AFM procedure 3-140-65 or 3-140-65A. (2) For aeroplanes on which M0566 or SB Falcon 7X n°100 has been embodied, if radio-altimeter #1 lock-up conditions occur in flight, revert to the correct radio-altimeter output, in accordance with the instructions of Falcon 7X AFM procedure 3-140-65B and 3-140-70A. (3) Dispatch of the aeroplane with any radio-altimeter inoperative is prohibited. (4) Strikethrough of item 34-10 "Radio-Altimeters (RA)" in the Minimum Equipment List (MEL) and inserting a copy of this AD for the corresponding MEL entry of each aeroplane is considered acceptable to comply with the requirement of paragraph (3) of this AD.
Ref. Publications:	<ul style="list-style-type: none"> Falcon 7X AFM DGT105608 rev. 9 including Abnormal Procedure 3-140-65 or 3-140-65A or 3-140-65B "radar-altimeter #1 locked" and Abnormal Procedure 3-140-70A. "Sensor miscompare (A/C with M566)". Falcon 7X MMEL DGT 106042 rev. 4. Service Bulletin Falcon 7X n°100 original issue. <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical contents of the requirements in this AD, please contact your Dassault Falcon Technical Assistance: <ul style="list-style-type: none"> • For Europe, Middle East and Africa based operators: Hot Line: (33) 1 47 11 37 37 / Fax: (33) 1 47 11 89 49 • For USA, Canada and Mexico based operators: Help Desk: (1) 800-2FALCON (2325266) / Fax: (1) 201 541 4740 • All other areas: Help Desk: (1) 201 541 4747 / Fax: (1) 201 541 4740