


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 08-142</p> <p>Date: 17 December 2008</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance / cancellation 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 closing date indicated.	
Type Approval Holder's Name : DASSAULT AVIATION	Type/Model designation(s) : FALCON 2000 and 2000EX
TCDS Number : EASA.A.008	
Foreign AD : Not applicable	
Supersedure : This directive supersedes EASA AD 2008-0178 dated 24 September 2008	
ATA 32	Main Landing Gear - Shock Absorber Restrictor - Inspection / Repair
Manufacturer(s):	DASSAULT AVIATION
Applicability:	All Falcon 2000 aircraft and all Falcon 2000EX aircraft (versions F2000DX and F2000EX EASy inclusive)
Reason:	<p>During the overhaul of a Main Landing Gear (MLG) of a Falcon 2000, the sleeve on the hydraulic flow restrictor in the shock absorber was found displaced, because of the rupture of its three retaining screws. In this situation, the energy dissipation function of the shock absorber is lost and high loads may be transmitted to the aircraft structure during landing. Structural integrity may thus not be guaranteed over the entire certified landing conditions domain particularly in combination of high landing weight and high vertical speed.</p> <p>Failure of the retaining screws has been determined to be the final phase of a slow unscrewing process under normal operational conditions. The unsafe condition only exists once the three screws have failed.</p> <p>For the reasons described above, Airworthiness Directive (AD) 2008-0178 had been released to require a repetitive borescope inspection of the flow restriction system and, if necessary, repair of the shock absorber per Dassault Aviation Service Bulletins (SB) F2000-367 and F2000EX-185 (corresponding to modification M3120) developed with the landing gear manufacturer's instructions. It has also mandated the update of the operator's maintenance programme to include a revision of the "Check after Hard Landing" maintenance procedure (MP) calling for borescope inspection.</p>

	<p>After qualification testing, modification M3120 has been approved by EASA as a definitive solution.</p> <p>As a consequence, the present AD retains the requirements of AD 2008-0178 which is superseded and introduces M3120 as a terminating action to the repetitive inspections requirement, and further mandates its embodiment no later than the next MLG shock absorber overhaul.</p>
Effective Date:	14 days after final AD issue date
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished.</p> <p>PREVIOUS REQUIREMENTS OF AD 2008-0178</p> <p>(1) Within 3 months after 08 October 2008 (the effective date of AD 2008-0178), update the operator's approved aircraft maintenance programme to incorporate the applicable version of MP32-000 at revision date 06/2008 or later.</p> <p>(2) <u>For MLG shock absorber with 4 200 Landings (LDG) or more, since new or since last overhaul on 08 October 2008 (the effective date of AD 2008-0178):</u></p> <p>Within 8 months after the effective date of AD 2008-0178, inspect the shock absorber per the accomplishment instructions of SB F2000-366 or F2000EX-167, as applicable to aircraft model.</p> <p>If any damage is found, within the applicable time(s) or LDG limits specified in the relevant SB F2000-366 or F2000EX-167, repair the shock absorber per the accomplishment instructions of SB F2000-367 or F2000EX-185, as applicable to aircraft model.</p> <p>(3) <u>For MLG shock absorber with 1 900 LDG or more, since new or since last overhaul on 08 October 2008 (the effective date of AD 2008-0178) and installed on airplanes that have performed 6 Steep-approach landings or more, over the last 6 months before 08 October 2008:</u></p> <p>Within 8 months after the effective date of AD 2008-0178, inspect the shock absorber per the accomplishment instructions of SB F2000-366 or F2000EX-167, as applicable to aircraft model.</p> <p>If any damage is found, within the applicable time(s) or LDG limits specified in the relevant SB F2000-366 or F2000EX-167, repair the shock absorber per the accomplishment instructions of SB F2000-367 or F2000EX-185, as applicable to aircraft model.</p> <p>NOTE: Steep Approach Standard Operating Procedures (SOPs) are found and defined in the Airplane Flight Manual (AFM) Appendices as listed in the Reference Publications.</p> <p>(4) <u>For MLG shock absorber with 1 900 LDG or more, since new or since last overhaul on 08 October 2008 (the effective date of AD 2008-0178) and installed on airplanes that have performed 5 Steep-approach landings or less, over the last 6 months before 08 October 2008:</u></p> <p>Within 18 months after the effective date of AD 2008-0178, or before accumulation of 5 000 LDG since new or last overhaul for the MLG shock absorber, whichever occurs first, inspect the shock absorber per the accomplishment instructions of SB F2000-366 or F2000EX-167, as applicable to aircraft model.</p> <p>If any damage is found, within the applicable time(s) or LDG limits specified in the relevant SB F2000-366 or F2000EX-167, repair the shock absorber per the accomplishment instructions of SB F2000-367 or</p>

	<p>F2000EX-185, as applicable to aircraft model.</p> <p>(5) <u>For MLG shock absorber with less than 1 900 LDG since new or since last overhaul on 08 October 2008 (the effective date of AD 2008-0178):</u></p> <p>Before accumulation of 3 000 LDG since new or last overhaul, inspect the shock absorber per the accomplishment instructions of SB F2000-366 or F2000EX-167, as applicable to aircraft model.</p> <p>If any damage is found, within the applicable time(s) or LDG limits specified in the relevant SB F2000-366 or F2000EX-167, repair the shock absorber per the accomplishment instructions of SB F2000-367 or F2000EX-185, as applicable to aircraft model.</p> <p>(6) Embodiment of SB F2000-367 or F2000EX-185 without previous implementation of SB F2000-366 or F2000EX-167, as applicable to aircraft model, is acceptable to comply with the requirements of paragraphs (2), (3), (4), and (5) of this AD.</p> <p>(7) After accomplishment of paragraphs (2), (3), (4), (5) of this AD, repeat thereafter at intervals not to exceed 1 900 LDG the shock absorber inspections and associated corrective actions per the accomplishment instructions of SB F2000-366 or F2000EX-167, as applicable to aircraft model.</p> <p>(8) Before accumulating 6 000 landings or 12 years since new or since last overhaul, whichever occurs first, and unless previously accomplished, install or modify the LH and RH shock absorbers with P/N suffix as listed in table 1, embodying M3120.</p> <table><tr><th colspan="3">Table 1. New Part Numbers after modification of shock absorbers per M3120</th></tr><tr><th>Post M3120</th><th>on F2000 airplanes</th><th>on F2000EX airplanes</th></tr><tr><td>LH MLG Shock Absorber</td><td>D23365000-4</td><td>D23745000-2</td></tr><tr><td>RH MLG Shock Absorber</td><td>D23366000-4</td><td>D23746000-2</td></tr></table> <p>Note: M3120 can be complied with:</p> <ul style="list-style-type: none">* As per new production* As per Messier Dowty SB D23345-32-019 or D23733-32-004* As per DA SB F2000-367 & F2000EX-185 <p>(9) The modification leading to new Part Numbers as indicated in Table 1 terminates the repetitive inspection of requirement (7).</p> <p>(10) From 08 October 2008, no person shall install on any airplane, a MLG shock absorber, as a replacement part, which does not have the appropriate part number suffix (e.g. -4..) as given in the above Table 1, as applicable to aircraft model.</p>	Table 1. New Part Numbers after modification of shock absorbers per M3120			Post M3120	on F2000 airplanes	on F2000EX airplanes	LH MLG Shock Absorber	D23365000-4	D23745000-2	RH MLG Shock Absorber	D23366000-4	D23746000-2
Table 1. New Part Numbers after modification of shock absorbers per M3120													
Post M3120	on F2000 airplanes	on F2000EX airplanes											
LH MLG Shock Absorber	D23365000-4	D23745000-2											
RH MLG Shock Absorber	D23366000-4	D23746000-2											
Ref. Publications:	<ul style="list-style-type: none">- Dassault Aviation SB F2000-366 initial issue- Dassault Aviation SB F2000EX-167 initial issue- Dassault Aviation SB F2000-367 initial issue- Dassault Aviation SB F2000EX-185 initial issue- Messier-Dowty SB D23345-32-019 initial issue												

	<p>- Messier-Dowty SB D23733-32-004 initial issue</p> <p>The use of later approved revisions of these Service Bulletins is acceptable for compliance with the requirements of this AD.</p> <p>- Dassault Aviation MP 32-000 Rev. Date 06/2008, as published through the applicable Aircraft Maintenance Manual Temporary Revision (TR):</p> <ul style="list-style-type: none"> ○ Falcon 2000 TR 112 ○ Falcon 2000EX TR 53 ○ Falcon 2000EXEasy TR 65 ○ F2000DX TR 6 <p>- F2000 AFM DTM537 revision 10, Annex 3 or 3A</p> <p>- F2000EX AFM DGT84278 revision 06, Annex 7A or 7C</p> <p>- F2000EX "EASy" AFM DGT88898 revision 05, Annex 7 or 7A</p> <p>- F2000 "DX" AFM DGT88898 SUP05 revision 2, Annex 7 or 7A</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 14 January 2009. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical contents of 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: <p style="margin-left: 40px;">Hot Line: (33) 1 47 11 37 37 / Fax: (33) 1 47 11 89 49</p> • For USA, Canada and Mexico based operators: <p style="margin-left: 40px;">Help Desk: (1) 800-2FALCON (2325266) / Fax: (1) 201 541 4740</p> • All other areas: <p style="margin-left: 40px;">Help Desk: (1) 201 541 4747 / Fax: (1) 201 541 4740</p>