

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2012-0189</b></p> <p><b>Date: 24 September 2012</b></p> <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 AD applies, except in accordance with the requirements of that AD, 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>		
<p><b>Design Approval Holder's Name :</b></p> <p>DASSAULT AVIATION</p>		<p><b>Type/Model designation(s) :</b></p> <p>Fan Jet Falcon, Mystère-Falcon 20 and Mystère-Falcon 200 aeroplanes</p>
<p>TCDS Number: DGAC France 103, 103 bis and 103 ter</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
<b>ATA 26</b>		<b>Fire Protection – Extinguishing System – Defective Charge Indicators – Inspection / Replacement</b>
<p>Manufacturer(s):</p>		Dassault Aviation, Avions Marcel Dassault - Breguet Aviation
<p>Applicability:</p>		Fan Jet Falcon aeroplanes, all Models, Mystère-Falcon 20-( )5 aeroplanes, all Models, Mystère-Falcon 200 and Mystère-Falcon 20 GF aeroplanes, all manufacturer serial numbers.
<p>Reasons:</p>		<p>A manufacturing defect of the charge indicator of fire extinguisher bottles has been reported on Dassault Aviation Fan Jet Falcon and Mystère-Falcon 20 series aeroplanes.</p> <p>The results of the investigations concluded that this defect may lead to corrosion of the charge indicator, causing improper indication of loss of pressure inside the bottle. In addition, the Part Numbers (P/N) of the fire extinguishers and batch numbers of the affected charge indicators have been identified.</p> <p>This condition, if not detected and corrected, could constitute a dormant failure that might impact the capability to extinguish a fire, either in an engine or the Auxiliary Power Unit (APU) or the rear compartment, possibly resulting in damage to the aeroplane and injury to the occupants.</p> <p>For the reasons described above, this AD requires repetitive weighing of the affected fire extinguishers bottles and, ultimately replacement of the affected bottles with serviceable bottles. In addition, this AD prohibits installation of an affected fire extinguisher bottle.</p>
<p>Effective Date:</p>		08 October 2012

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

Required as indicated, unless previously accomplished:

**Part A:** For aeroplanes equipped with an engine fire extinguisher bottle or an APU fire extinguisher bottle having a P/N as listed in Table 1 of this AD and fitted with a charge indicator identified by batch numbers from 168 up to 200 (inclusive) in Dassault Aviation Service Bulletin (SB) F20-785 or SB F200-131, as applicable to aeroplane model:

Table 1 – Affected fire extinguisher bottles

Type of bottle	P/N
Engine Fire extinguisher bottle	P/N 111-1555-324-12A
	P/N 811456
	P/N 111-355-32412A
APU Fire extinguisher bottle	P/N 111-011-324-12A
	P/N 811475

Note 1: Hereafter, an affected bottle means a bottle with a P/N listed in Table 1 of this AD and having a charge indicator batch number within the affected range 168-200 (inclusive).

Note 2: For the purpose of this AD, a serviceable fire extinguisher bottle is one having an indicator batch number lower than 168, or higher than 200.

- (1) Within 30 days or 100 flight hours, whichever occurs first after the effective date of this AD, accomplish Dassault Aviation Service Bulletin (SB) F20-785 or SB F200-131, as applicable to aeroplane model, and thereafter, at intervals not to exceed 12 months, accomplish a weighing of each affected fire extinguisher bottle in accordance with the instructions of Dassault Maintenance procedure 26-20-3-6 (F20 & F20-5) or Work Card 171.0 page 2/7 (F200) of the Aircraft Maintenance Manual (AMM), as applicable to aeroplane type.
- (2) If, during any weighing as required by paragraph (1) of this AD, a discrepancy is identified, before next flight, replace the affected fire extinguisher bottle with a serviceable part.
- (3) Within 6 months after the effective date of this AD and, thereafter, at intervals not to exceed 6 months, check each cartridge, as installed on each affected engine and/or APU fire extinguisher bottle, to determine that the cartridge has not been fired, in accordance with the instructions of Dassault Aviation Maintenance Procedure 26-20-2-4 (F20 & F20-5) or Work Card 171.0 page 2/7 (F200) of the AMM, as applicable to aeroplane type.
- (4) If, during any of the checks as required by paragraph (3) of this AD, a discrepancy is identified, before next flight, replace the affected fire extinguisher bottle and cartridge with serviceable parts.
- (5) Within 60 months after the effective date of this AD, replace each affected fire extinguisher bottle and charge indicator with a serviceable part.
- (6) Replacement of parts as required by this AD constitutes terminating action for the repetitive actions required by this AD.

**Part B:** For all aeroplanes:

- (7) From the effective date of this AD, do not install on an aeroplane any fire

	extinguisher bottle having a P/N as listed in Table 1 of this AD, fitted with a charge indicator belonging to batch numbers from 168 up to 200 (inclusive).
Ref. Publications:	<p>Dassault-Aviation AMM, F20: DMD 11752, F200: DMD 29214-3.</p> <p>Dassault Aviation SB F20-785 and SB F200-131, both initial issue.</p> <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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 03 July 2012 as PAD 12-070 for consultation until 31 July 2012. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. 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"> <li>• For Europe, Middle East and Africa based operators: <p style="margin-left: 40px;">Hot Line: (33) 1 47 11 37 37</p> </li> <li>• For USA, Canada and Mexico based operators: <p style="margin-left: 40px;">Help Desk: (1) 800-2FALCON (2325266)</p> </li> <li>• All other areas: <p style="margin-left: 40px;">Help Desk: (1) 201 541 4747</p> </li> </ul> </li> </ol>