Airworthiness Directive

AD No.: 2020-0116

Issued: 20 May 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

DASSAULT AVIATION

Type/Model designation(s):

Falcon 900EX aeroplanes

Effective Date: 03 June 2020

TCDS Number(s): EASA.A.062

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2019-0133 dated 11 June 2019.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Chapter 5-40 – Amendment

---

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 900EX aeroplanes, serial numbers (s/n) 1 to 119 inclusive, except s/n 97.

Definitions:

For the purpose of this AD, the following definitions apply:

The ALS: Dassault Falcon 900EX Aircraft Maintenance Manual (AMM), Airworthiness Limitations Section (ALS), Chapter 5-40 (DGT113874) Revision 17.

The AMP: The approved Aircraft Maintenance Programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For affected Falcon 900EX aeroplanes operated under EU regulations, compliance with the approved AMP is required by Commission Regulation (EU) 1321/2014, Part M.A.301, paragraph 3.

New and/or more restrictive tasks: This includes all tasks and limitations that are new or for which a threshold and/or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

An agency of the European Union

TE.CAP.00110-009 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Reason:

The airworthiness limitations for Falcon 900EX aeroplanes, which are approved by EASA, are currently defined and published in the Dassault Falcon 900EX AMM, Chapter 5-40. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2019-0133, requiring the actions described in the Dassault Falcon 900EX AMM, Chapter 5-40 (DGT113874) at Revision 16.

Since that AD was issued, Dassault published Revision 17 of the Dassault Falcon 900EX AMM, Chapter 5-40 (DGT113874), which contains new and/or more restrictive tasks.

For the reason described above, this AD retains the requirements of EASA AD 2019-0133, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

(1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to aeroplane configuration:

(1.1) Replace each component before exceeding the applicable life limit, and

(1.2) Within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the relevant pages of the ALS include specific compliance times for certain tasks.

Corrective Action(s):

(2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable Dassault maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact Dassault for approved instructions and accomplish those instructions accordingly.

AMP Revision:

(3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to aeroplane configuration.

An agency of the European Union

TE.CAP.00110-009 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Credit:

(4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in the Dassault Falcon 900EX AMM, Chapter 5-40 (DGT113874) at Revision 16, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

(5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Dassault Falcon 900EX AMM Chapter 5-40 (DGT113874) Revision 17 dated 02 October 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 28 April 2020 as PAD 20-072 for consultation until 12 May 2020. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact your Dassault Falcon Technical Assistance:

An agency of the European Union

TE.CAP.00110-009 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

- 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)
- All other areas:
  Help Desk: (1) 201 541 4747

An agency of the European Union

TE.CAP.00110-009 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.