



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-095**

**Issued: 16 July 2018**

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:

DASSAULT AVIATION

### Type/Model designation(s):

Fan Jet Falcon aeroplanes

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

**TCDS Number(s):** France N° 103

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 05 – Time Limits / Maintenance Checks – Supplementary Structural Inspection Program – Amendment

### Manufacturer(s):

Dassault Aviation (Dassault), formerly Avions Marcel Dassault - Breguet Aviation

### Applicability:

Fan Jet Falcon aeroplanes, all serial numbers, on which the Supplemental Structural Inspection Program (SSIP) has been embodied into the aeroplane's maintenance programme.

### Definitions:

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

**The SSIP:** Dassault Fan Jet Falcon SSIP, as specified in Dassault Service Bulletin (SB) 730.

**The ALS:** Dassault Fan Jet Falcon Aircraft Maintenance Manual (AMM), Chapter 5-40 (DMD 44729), Revision 9, specifically for post-SB 730 aeroplanes.



**Reason:**

In June 1988, the Federal Aviation Administration sponsored a conference on ageing aircraft, during which the decision was taken to pay particular attention to those. The ATA and the AIA committed themselves to identify and to set up procedures to ensure continued structural integrity on ageing aircraft. Prompted by these actions, Dassault developed the SSIP, aiming to guarantee the airworthiness of the Fan Jet Falcon aeroplane which reach and exceed half of the Limit Of Validity. The airworthiness limitations and certification maintenance instructions for the affected Fan Jet Falcon aeroplanes, which are approved by EASA, are currently defined and published in the ALS. These instructions have been identified as mandatory for continued airworthiness.

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

Previously, EASA issued AD 2008-0221 to require accomplishment of the maintenance tasks, and implementation of the airworthiness limitations, as specified in ALS at Revision 7.

Since that AD was issued, Dassault issued ALS Revisions 8 and 9, which introduced new and more restrictive maintenance requirements and/or airworthiness limitations.

For the reason described above, this AD takes over the requirements for Fan Jet Falcon aeroplanes from EASA AD 2008-0221 and requires accomplishment of the actions specified in the ALS.

Once new ADs have been published for all the types addressed by EASA AD 2008-0221, EASA plans to cancel that AD.

**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, depending on 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 'Compliance Time' 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 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.



**Aircraft Maintenance Programme (AMP) Revision:**

- (3) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable, depending on aeroplane configuration.

**Credit:**

- (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks and life limitations as specified in Dassault Fan Jet Falcon AMM chapter 5-40 Revision 8, that action ensures (see Note 2 of this AD) 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 more restrictive tasks and limitations, as applicable to aeroplane model and depending on aeroplane configuration, as defined in, and 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 more restrictive tasks and limitations, as applicable, depending on aeroplane configuration, as defined in the ALS at Revision 9, 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 (see Note 2 of this AD) 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.

Note 2: For affected Dassault Fan Jet Falcon aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

**Ref. Publications:**

Dassault Fan Jet Falcon AMM chapter 5-40 (DMD 44729) Revision 8, effective date 15 March 2017, and Revision 9, effective date 29 November 2017.

Dassault Fan Jet Falcon SB 730 original issue 23 February 1990, or Revision 1 dated 12 December 1990.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 13 August 2018.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. 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)
  - All other areas:  
Help Desk: (1) 201 541 4747

