



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-043

Issued: 21 March 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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):

Mystère-Falcon 50, Mystère-Falcon 900, Falcon 900EX, Falcon 2000 and Falcon 2000EX aeroplanes

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

TCDS Number(s): EASA.A.008 and EASA.A.062

Foreign AD: Not applicable

Supersedure: None

ATA 26 – Fire Protection – Fire Extinguisher Percussion Cartridge – Life Limit

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Mystère-Falcon 50 aeroplanes (including F50EX commercial variant), all manufacturer serial numbers (MSN);

Mystère-Falcon 900 aeroplanes, all MSN;

Falcon 900EX aeroplanes, all MSN;

Falcon 2000 aeroplanes, all MSN; and

Falcon 2000EX aeroplanes, all MSN.

Definitions:

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

Affected part: Fire extinguisher percussion cartridges, having Part Number (P/N) 862700-00, or P/N 862710-00.



Total Life: Total Life (TL) since manufacturing date, which includes both time installed on an aeroplane and time in storage.

Serviceable part: An affected part which has not exceeded 10 years TL, or a fire extinguisher percussion cartridge that is not an affected part.

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 aeroplanes registered in Europe, complying with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

It was identified that the Dassault Maintenance Planning Document (MPD) of the related Dassault Aircraft Maintenance Manual (AMM) for affected aeroplanes mentions that “combined service/storage life” of the affected parts is 12 years, whereas it should be 10 years. The related technical investigation confirmed this could have a safety impact in case of fire. It is expected that Dassault will update the MPD with the correct value.

This condition, if not corrected, could prevent extinguishing a fire, possibly resulting in damage to the aeroplane and injury to the occupants.

For the reasons described above, this AD requires replacement of affected parts with serviceable parts.

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

Required as indicated, unless accomplished previously:

Total Life Limit Implementation:

- (1) For Group 1 aeroplanes: From the effective date of this AD, before an affected part exceeds 10 years TL, except as specified in paragraph (2) of this AD, remove that affected part from service. This can be accomplished using the instructions of Dassault AMM task as specified in Appendix 1 of this AD.

Grace Period for Initial Replacement:

- (2) For Group 1 aeroplanes: For an affected part that, on the effective date of this AD, has a TL of 9 years and 6 months or more, the removal from service as required by paragraph (1) of this AD can be deferred up to 6 months after the effective date of the AD.

Parts Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided the part is a serviceable part, as defined in this AD, and that, following installation, the affected part is replaced as required by paragraph (1) of this AD.



AMP Revision:

- (4) For Group 1 and Group 2 aeroplanes: Revising the approved AMP by incorporating the 10 years TL limit is an acceptable method to comply with the requirements of paragraph (1) of this AD.

Recording AD compliance:

- (5) When the AMP of an aeroplane has been revised as specified in paragraph (4) of this AD, that action ensures continued accomplishment of the actions as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as specified in paragraph (4) of this AD, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

None.

Remarks:

1. This Proposed AD will be closed for consultation on 04 April 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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



Appendix 1 – AMM Tasks

Aeroplane(s)	Location	AMM task
MF50	Engine 1 first shoot	26-20-13-960-801-01
	Engine 2 first shoot	26-20-13-960-801-02
	Engine 3 first shoot	26-20-13-960-801-03
	Engine 1 second shoot	26-20-13-960-801-04
	Engine 2 second shoot	26-20-13-960-801-05
	Engine 3 second shoot	26-20-13-960-801-06
F2000 and F2000EX	Engine 1 first shoot	26-20-13-960-801-01
	Engine 1 second shoot	26-20-13-960-801-02
	Engine 2 second shoot	26-20-13-960-801-03
	Engine 2 first shoot	26-20-13-960-801-04
	APU	26-20-13-960-801-05
MF900 and F900EX	Engine 1 first shoot	26-20-13-960-801-01
	Engine 3 first shoot	26-20-13-960-801-02
	Engine 2 second shoot LH	26-20-13-960-801-03
	Engine 2 second shoot RH	26-20-13-960-801-04
	Engine 1 second shoot	26-20-13-960-801-05
	Engine 3 second shoot	26-20-13-960-801-06
	Engine 2 first shoot LH	26-20-13-960-801-07
	Engine 2 first shoot RH	26-20-13-960-801-08
	APU	26-20-13-960-801-09
	Baggage compartment	26-20-13-960-801-10
	Mechanic's Servicing Compartment	26-20-13-960-801-11

Applicable AMMs:

The use of later revisions of the below-mentioned documents is acceptable to remove an affected part as required by paragraph (1) of this AD.

Dassault Falcon 50/50EX AMM, PUB 1500/1502, Revision 32 dated March 2018.

Dassault Falcon 900B AMM, F900B, Revision 53 dated September 2018.

Dassault Falcon 900C AMM, F900C, Revision 53 dated September 2018.

Dassault Falcon 900DX AMM, F900DX, Revision 22 dated September 2018.

Dassault Falcon 900EX AMM, F900EX, Revision 36 dated September 2018.

Dassault Falcon 900EX EASY / 900LX AMM, F900Ey/LX, Revision 24 dated September 2018.

Dassault Falcon 2000 AMM, F2000, Revision 39 dated November 2018.

Dassault Falcon 2000EXy/LX/LXS/DX AMM, F2000EXy/LX/DX, Revision 25 dated November 2018.

Dassault Falcon 2000EX AMM, F2000EX, Revision 25 dated November 2018.

Dassault Falcon 2000S AMM, F2000S, Revision 9 dated November 2018.

