



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-003

Issued: 13 January 2020

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):

Falcon 10 aeroplanes

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

TCDS Number(s): EASA.A.173

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Control – Hydraulic System / Hydraulic Pipe – Inspection / Modification

Manufacturer(s):

Dassault Aviation, formerly Avions Marcel Dassault-Bréguet Aviation

Applicability:

Falcon 10 aeroplanes, all serial numbers.

Definitions:

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

The SB: Dassault Aviation (Dassault) Mandatory Service Bulletin (SB) F10-337.

Affected area: Left-hand (LH) and right-hand (RH) wings, System (?) #2 hydraulic pipes and rib 1 to rib 2a passage holes.

Reason:

An occurrence was reported of finding hydraulic fluid on the ground in the area of the RH main landing gear (MLG) brake assembly. Investigations showed that the hydraulic leakage originated in the wing, where a System #2 hydraulic pipe powering the ailerons was cracked. The crack was likely



due to chafing between two System #2 hydraulic pipes, or between hydraulic pipes and structure. During inspections of other Falcon 10 in service, chafing was also found on System #2 hydraulic pipes powering the ailerons.

This condition, if not detected and corrected, may lead to significant leakage of hydraulic fluid which, in combination with an ignition source, could possibly result in an uncontained fire.

To address this potential unsafe condition, Dassault published the SB to provide instructions to inspect and modify the installation of the System #2 hydraulic pipes, powering the ailerons, preventing interference and chafing at rib passage holes.

For the reasons described above, this AD requires a one-time inspection and, depending on findings, modification or repair of the affected areas.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 24 months or 1 230 flight hours, whichever occurs first after the effective date of this AD, inspect each affected area, as defined in this AD, in accordance with the instructions of the SB.

Corrective Action / Modification:

- (2) If, during an inspection as required by paragraph (1) of this AD, no interference or chafing is found in an affected area, within the compliance time specified in paragraph (1) of this AD, modify that affected area in accordance with the instructions of Section 1 of the SB.
- (3) If, during an inspection as required by paragraph (1) of this AD, interference or chafing is found, before next flight, repair and modify that affected area in accordance with the instructions of Section 2 of the SB.

Ref. Publications:

Dassault Aviation Mandatory SB F10-337 original issue dated 22 March 2019.

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

Remarks:

1. This Proposed AD will be closed for consultation on 10 February 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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.

