



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-080

Issued: 14 May 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: This AD supersedes EASA AD 2019-0040-E dated 21 February 2019.

ATA 30 – Ice and Rain Protection – Wing Anti-Ice Outboard Flexible Hoses – Inspection

Manufacturer(s):

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

Applicability:

Falcon 10 aeroplanes, all serial numbers.

Definitions:

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

Affected part: Wing anti-ice flexible (outboard) hoses, having Part Number (P/N) 115S018A315.

Serviceable part: Wing anti-ice flexible (outboard) hoses, having P/N FAL1007, or P/N 115S118A319.

The SB: Dassault Alert Service Bulletin (SB) F10-338. The SB provides instructions for inboard and outboard hoses inspection. This AD only requires action on the outboard hoses.

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:

Occurrences were reported, involving Falcon 10 aeroplanes, where wing anti-ice outboard flexible hoses P/N 115S018A315 were found damaged. Investigation results showed that this damage was most likely due to wrong installation.

This condition, if not corrected, could lead to a loss of performance of the wing anti-ice protection system, not annunciated to the pilot, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Dassault published the SB to provide inspection instructions. Consequently, EASA issued AD 2019-0040-E to require a one-time detailed inspection (DET) of the wing anti-ice outboard flexible hoses and, depending on findings, further inspection(s) or replacement.

Since that AD was issued, Dassault designed an improved wing anti-ice flexible hose having P/N 115S118A319 and published SB F10-339 which provides instructions for installation of that hose in service. The new hose has the same life limit as other wing anti-ice outboard flexible hoses.

For the reasons described above, this AD retains the requirements of EASA AD 2019-0040-E, which is superseded, introduces the improved hose P/N 115S118A319 as serviceable part and requires implementation of a life limit for that hose. This AD also prohibits (re)installation of an affected part, as defined in this AD, on an aeroplane.

It is expected that Dassault will update the Falcon 10 Chapter 5-40 to introduce a life limit for the improved hose.

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

Required as indicated, unless accomplished previously:

- (1) Group 1 aeroplanes: Within the compliance times specified in Table 1 of this AD, as applicable, accomplish a DET of each affected part, as defined in this AD, in accordance with the instructions of paragraph 2 (Section F10-338-1) of the SB.

Table 1 – Inspection (see Note 1 of this AD)

Flight Cycles (FC)	Compliance Times
Less than 10 FC	Before next flight in icing condition after the affected part accumulates 10 FC
10 FC or more	Before next flight in icing condition

Note 1: The FC specified in Table 1 of this AD are those accumulated, on 25 February 2019 [the effective date of EASA AD 2019-0040-E], by an affected part since installation on the aeroplane.

- (2) If, during the DET as required by paragraph (1) of this AD, only damage within 'Acceptable' criteria, as defined in the SB, is detected, and the affected part has accumulated less than 100



FC since installation of the aeroplane, repeat the inspection as required by paragraph (1) of this AD at intervals not to exceed 25 FC.

Corrective Action:

- (3) If, during any DET as required by paragraph (1) or (2) of this AD, any damage exceeding 'Acceptable' criteria, as defined in the SB, is detected, before next flight, replace the affected part with a serviceable part in accordance with the instructions of paragraph 2 (Section F10-338-1) of the SB.

Terminating Action:

- (4) Accomplishment of an inspection of an affected part, as required by paragraph (2) of this AD, after that part has accumulated 100 FC since installation on an aeroplane, constitutes terminating action for the repetitive DET as required by paragraph (2) of this AD for that affected part, provided the damage remains within 'Acceptable' criteria, as defined in the SB.
- (5) Replacement on an aeroplane of each damaged affected part with a serviceable part, as defined in this AD, constitutes terminating action for the repetitive inspections as required by paragraph (2) of this AD for that aeroplane.

Life Limit:

- (6) Group 1 and Group 2 aeroplanes: Before a wing anti-ice (outboard) hose P/N 115S118A319 exceeds 350 FH since first installation on an aeroplane, replace that part with a serviceable part, as defined in this AD. This can be accomplished in accordance with the instructions of Dassault Aviation Falcon 10 MP 30-10-03 or MP 30-10-04, as applicable.

Note 2: For the hose P/N FAL1007 and for the affected part, as defined in this AD, the life limit of 350 FH remain applicable, as required by paragraph (4) of EASA AD 2017-0108.

Part Installation:

- (7) Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part, as defined in this AD, on any aeroplane.

Ref. Publications:

Dassault Aviation SB F10-338 original issue dated 20 February 2019.

Dassault Aviation SB F10-339 original issue dated 12 March 2020.

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 28 May 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

