



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-023

Issued: 15 February 2023

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):

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: This AD supersedes EASA AD 2019-0142 dated 17 June 2019.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

Manufacturer(s):

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

Applicability:

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

The ALS: Dassault FJF Aircraft Maintenance Manual (AMM) Airworthiness Limitations Section (ALS) Chapter 5-40 (DMD 44729) Revision 11, specifically for post-SB 730 aeroplanes.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft.



For aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).

New and/or more restrictive tasks: This includes all tasks that are new and all tasks for which a threshold 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.

Reason:

In June 1988, the Federal Aviation Administration sponsored a conference on ageing aircraft, during which the decision was taken to identify and to set up procedures to ensure continued structural integrity on those aircraft. Prompted by these actions, Dassault developed the SSIP, aiming to guarantee the airworthiness of FJF aeroplanes which reach and exceed half of their Limit of Validity. Consequently, the airworthiness limitations for affected FJF aeroplanes, which are approved by EASA, are currently defined and published in Dassault FJF 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 2019-0142, requiring the actions described in Dassault FJF AMM Chapter 5-40 (DMD 44729) at Revision 10.

Since that AD was issued, Dassault published the ALS, as defined in this AD, containing new and/or more restrictive maintenance tasks.

For the reason described above, this AD retains the requirements of EASA AD 2019-0142, 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 model and depending on aeroplane configuration:

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

(1.2) Within the thresholds and intervals, accomplish all applicable maintenance 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 model and depending on aeroplane configuration.

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 Dassault FJF AMM Chapter 5-40 (DMD 44729) at Revision 10, 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 model and configuration, within the compliance times 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 model and 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 FJF AMM Chapter 5-40 (DMD 44729) at Revision 11 dated July 2022.

Dassault FJF 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 15 March 2023.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can



exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: Dassault Falcon Command Centre:
 - Mérignac, France: +33 5 56 18 47 47; commandcenter@dassault-aviation.com.
 - Teterboro, NJ USA: +1 201 541 47 47; commandcenter@dassaultfalconjet.com.

