



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 25-158

**Issued:** 14 October 2025

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 and Fan Jet Falcon aeroplanes

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

**TCDS Number(s):** France N° 103; France N° 103(bis); France N° 103(TER)

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 26 – Fire Protection – Pyrotechnical cartridge – Inspection

**Manufacturer(s):**

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

**Applicability:**

Fan Jet Falcon (FJF) aeroplanes, all serial numbers.

Mystère-Falcon 20-( )5 series aeroplanes, all certified models, all serial numbers.

Mystère-Falcon 200 and 20 GF aeroplanes, all serial numbers.

**Definitions:**

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

**The SB:** Dassault Service Bulletin (SB) F20-796 or Dassault SB F200-140, as applicable.

**Affected part:** Pyrotechnical cartridge, having a Part Number (P/N), a batch number and manufacturing date as identified in Table 1 of this AD.



**Serviceable part:** Pyrotechnical cartridge, eligible for installation in accordance with Dassault instructions, which is not an affected part; or an affected part that accumulated less than 36 months since manufacturing, and less than 30 months since first installation on an aeroplane.

Table 1 – Affected Parts

Part Number	Batch	Manufacturing Date
12-12-11707S1-4	95 thru 99 (included)	Earlier than June 2025
12-12-11707S2-4	79 thru 85 (included)	
12-12-11707S3-4	86 thru 90 (included)	

**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:

A quality issue, potentially affecting the affected parts, has been reported by the manufacturer of those parts.

Further to that notification, occurrences of defective pyrotechnical cartridges have also been reported on Fan Jet Falcon and Mystère-Falcon 20-( )5 aeroplanes.

This condition, if not detected and corrected, could affect the capability to extinguish a fire, either in an engine or the Auxiliary Power Unit, or the rear compartment, possibly resulting in damage to the aeroplane and injury to the occupants.

To address this potential unsafe condition, Dassault issued the SB, providing instructions for a one-time inspection of the affected parts. It is expected that Dassault will publish additional instructions for repetitive inspections of the affected parts.

For the reason described above, this AD requires repetitive inspections of affected parts and, depending on findings, replacement.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

#### Repetitive Inspections:

- (1) For Group 1 aeroplanes: Within 200 flight hours or 6 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 6 months, inspect each affected part in accordance with the instructions of the SB.

#### Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy, as identified in the SB, is detected on an affected part, before next flight, replace that affected part by a serviceable part, as defined in this AD, in accordance with the instructions of the SB.



**Terminating Action:**

- (3) Replacing each affected part of an aeroplane by a serviceable part, as defined in this AD, which is not an affected part, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, provided, thereafter, no affected part is installed on that aeroplane.

**Part Installation:**

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on an aeroplane, provided it is a serviceable part and that, before next flight after that installation, passes an inspection (no discrepancy found) in accordance with the instructions of the SB. Following that installation, the aeroplane is effectively a Group 1 aeroplane, and must be inspected as required by paragraph (1) of this AD.

**Replacement:**

- (5) For Group 1 aeroplanes: Before exceeding 36 months from the manufacturing date of an affected part, or 30 months since first installation of that affected part on an aeroplane, whichever occurs first, replace that affected part by a serviceable part. This can be accomplished in accordance with the instructions of the applicable Aircraft Maintenance Manual.

**Ref. Publications:**

Dassault SB F20-796 original issue dated 17 September 2025.

Dassault SB F200-140 original issue dated 17 September 2025.

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 October 2025.
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](#). 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: Phone +33 5 56 18 47 47 or  
E-mail: [commandcenter@dassault-aviation.com](mailto:commandcenter@dassault-aviation.com).



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