

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-081

Issued: 01 July 2026

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: This AD supersedes EASA AD 2025-0245 dated 30 October 2025.

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 (s/n);

Mystère-Falcon 20-()5 series aeroplanes, all certified models, all s/n; and

Mystère-Falcon 200 and 20 GF aeroplanes, all s/n.

Definitions:

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

The SB: Dassault Service Bulletin (SB) F20-796 revision (rev.) 2 or Dassault SB F200-140 rev. 2, as applicable.

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

Affected part B: Pyrotechnical cartridge having P/N 12-12-11707S1-4, P/N 12-12-11707S2-4 or P/N 12-12-11707S3-4, which is not an affected part A.

Serviceable part: Pyrotechnical cartridge, eligible for installation in accordance with Dassault instructions, which is not an affected part; or an affected part (A or B) that accumulated less than 36 months since manufacturing, and less than 30 months since first installation on an aeroplane (see Note 1 of this AD).

Note 1: On the effective date of this AD, only pyrotechnical cartridges P/N 12-12-11707S1-4, P/N 12-12-11707S2-4 and P/N 12-12-11707S3-4 are eligible for installation in accordance with Dassault instructions.

Table 1 – Affected Parts A

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 which have an affected part (A or B) installed.

Group 2 aeroplanes are those which do not have an affected part (A or B) installed (see Note 1 of this AD).

Reason:

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

After that notification, occurrences of defective pyrotechnical cartridges have also been reported for 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, 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 original issue of the SB, later revised, providing instructions for inspection of the affected parts A, and EASA issued AD 2025-0245 to require repetitive inspections of affected parts A and, depending on findings, replacement.

Since that AD was issued, occurrences of defective affected parts B have been reported. Consequently, Dassault issued the SB, as defined in this AD, providing instructions for repetitive inspections of all affected parts.

For the reason describe above, this AD retains the requirements of EASA AD 2025-0245, which is superseded, and expands the definition of affected parts.



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 the compliance time as specified in Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed 6 months, inspect each affected part in accordance with the instructions of the SB.

Table 2 – Compliance Time for the Initial Inspection

Affected Part	Compliance Time
Affected part A	Within 6 months after the last inspection of that part as required by EASA AD 2025-0245, or before next flight after the effective date of this AD, whichever occurs later
Affected part B	Within 200 flight hours or 6 months, whichever occurs first after the effective date of this AD

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, 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 that, 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 (A or B) on an aeroplane, provided that it is a serviceable part and that, before next flight after that installation, it 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 replacement can be accomplished in accordance with the instructions of the applicable Aircraft Maintenance Manual.



Ref. Publications:

Dassault SB F20-796 rev. 2 dated 30 June 2026.

Dassault SB F200-140 rev. 2 dated 30 June 2026.

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 29 July 2026.
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:
 - Mérygnac, France: Phone +33 5 56 18 47 47 or
E-mail: commandcenter@dassault-aviation.com.
 - Teterboro, NJ USA: Phone +1 201 541 47 47 or
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