DASSAULT
A V I A T I O N

Division ***FALCON***

DIRECTION GÉNÉRALE TECHNIQUE

Mérignac, October 27th, 2004

FAA Transport Airplane Directorate, ANM-116
1601 Lind Avenue,
SW, Renton
Washington 98055-4056 **USA**

Attention to **Rules Docket**
(Fax (202) 493-2251)
No 2003-NM-30-AD

DGT-DTF/NAV 298060
CHG/PP

Please contact Christian GIRAUD Tél : +33 (0)55 613 9170 Fax : +33 (0)55 613 9187

SUBJECT : NPRM Docket No 2002-NM-202-AD - F10- second Comments: Cracks in nose landing gear strut actuator

References [Doc1] MCAI form DGT-DTF/NAV 85738 Dated May 24,2002, sent by note DGT-DTF/NAV 272240 dated. May 24, 2000 ' Nose gear slow retraction.'
[Doc 2] DGT-DTF/NAV 297656 same title

Dear Sir,

This note is a complement to [Doc 2] on an other paragraph.
The paragraph titled "Part Installation", paragraph [m} reads:
"As of the effective date of this AD, no person may install on any airplane a drag strut actuator having part number 747721."
If the NDT, ultrasonic inspection for cracks in the actuator piston rod is done without any evidence of a crack, it is acceptable to allow the actuator to remain in service on the aircraft. A person reading this paragraph could conclude that it is unacceptable to install a P/N 747721 actuator, if the actuator is removed from the aircraft for ANY reason.

The recommended change (addition), to paragraph [m] is:
" As of the effective date of this AD, no person may install on any airplane a drag strut actuator having part number 747721, *which has failed the ultrasonic inspection of the piston rod for cracks, in accordance with Dassault Service Bulletin F10-294, dated March 20, 2002.* "

Do not hesitate to contact us for further information.

Best Regards,

Th. BOISSON **C. GIRAUDEAU**

Att: as described in the text

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EXTERNAL COPIE(S) :

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