

298234
Aircraft Certification Service
'SHORT' WORKSHEET

2002-NM-202-AD

DEPT. OF TRANSPORTATION
DOCKETS

FAA-04-19177-5

DOCKET NUMBER:
TECH WRITER: Wilson

2001 SEP 20 A 10: 04

FCAA AD No./Revision/Date (Attach 1 copy): CN 2002-137(B), dated March 20, 2002

Manufacturer Service Information/Revision/Date (Attach 2 clean copies): Dassault Aviation Service
Bulletins F10-294 dated March 20, 2002 and AFM Temporary Change No. 24.

RECEIVED

JUL 25 2002

F10-297 - dtd 10/1/03 (Received 4-20-04)

ANM-114

PROPOSED CORRESPONDING ACTION:

- | | |
|--|--|
| <input type="checkbox"/> Emergency AD | <i>Is this action one of the following?</i> |
| <input type="checkbox"/> Immediately Adopted AD | <input type="checkbox"/> Supersedure of AD (Docket No. _____) |
| <input checked="" type="checkbox"/> Notice of Proposed Rulemaking | <input type="checkbox"/> Revision of AD (Docket No. _____) |
| <input type="checkbox"/> Final rule after NPRM
<i>(If FRAN, complete Attachment A.)</i> | <input type="checkbox"/> Supplemental NPRM (Docket No. _____)
<i>(If any of the above is checked, complete Attachment B.)</i> |
| <input type="checkbox"/> Other (NFR, DFR) | |

Project Engineer Name/Title: Tom Rodriguez
Branch: ANM-116 Telephone: X1137
Backup engineer: _____ Telephone: _____

For each AD item numbered below, provide draft text and/or FCAA AD or SB references. WHERE POSSIBLE, answer items using markup of FCAA AD or SB, & mark with the AD item number.

1. Model, Applicability, # Airplanes (both U.S. & worldwide) - Refer to FCAA AD or SB; state any differences for the U.S. AD:

All Dassault Aviation Falcon 10 airplanes.

of Airplanes: 154 U.S. 201 Worldwide

AD Summary and Discussion Sections:

2. What has the FCAA/mfgr told the FAA? "The FCAA advises that ..."
Describe background/events that prompted the AD in 1-2 sentences. Refer to FCAA AD or SB 'Reason.'

Reports of nose gear being slow to retract followed by failing to lock in the up position.

3a. What is the unsafe condition AND its cause? "These actions are intended to prevent..."
Describe unsafe condition and its cause in 2-3 sentences (non-technical terms). Refer to FCAA AD or SB 'Reason.'

Cracking of the nose landing gear actuating cylinder rod initiated by corrosion pitting.

3b. What is the end-level effect on the airplane? "...which could result in..."
Provide a 1-sentence description; use non-technical terms.

Failure of the nose gear actuating cylinder rod could lead to the nose gear collapsing during landing resulting in damage to the airplane and potential injury to crew and passengers.

4. (Yes or No) Is the corrective action required in this AD considered to be interim action?

No.

5. (Yes or No) Is this action considered 'sensitive, or is it related to a Safety Recommendation?'
(If yes, state why sensitive, and/or provide copy of FAA/NSTB Safety Recommendation.)

No

6. AD Differences or Exceptions to Policy (if needed):
AD..."

"This AD differs from the FCAA
Return ^{cracks} piston rod to Dassault

Check if: Flight with Cracks (exception to policy)___; No Flight with Cracks___; Mandate Term Action ___;
Not Mandating Term Action (exception to policy)___; Contact Mgr, FAA___; Compliance time ___;
Mandate AFM Action___; Contact Mgr or FCAA___ ~~Replace per FCAA~~ No recording
Describe any other differences between service bulletin (or exceptions to policy) and this proposed FAA AD.

TC in AFM bff

New sb to modify actuator

AD Cost Impact Section:

7a. Work hours for corrective action(s) required: (List hours or reference SB 'Manpower').

1 Workhour for AFM Revision 1 wh for inspection

7b. Parts Cost, if any: (List costs or reference SB 'Material - Cost and Availability').

N/A

AD Body Section:

For EACH corrective action, mark up FCAA AD or SB, if usable -OR- fill out Corrective Action Table below.

8a: Action # 1

What is the corrective action?

Insert Dassault Aviation Falcon 10 AFM Temporary Change No. 24 into the Limitations section of the Flight Manual

What is its compliance time?

Before the next flight after the effective date of this AD.

(Add grace period if not available)

must be at least 5 days

What is repetitive interval?

None

Perform a. ultrasonic special detailed inspection

8a: Action # 2

What is the corrective action?

Inspect the nose landing gear actuator rod for cracking in accordance with Dassault Aviation Service Bulletin F10-294 dated March 20, 2002. Upon completion of this inspection, remove AFM temporary revision No. 24.

What is its compliance time?

Within 7 months after the effective date of this AD.

(Add grace period if not available)

What is repetitive interval?

None

no procedures in service bulletin for replacing. New sb 4-20-04

8a: Action # 3

What is the corrective action?

If any crack is found, replace the nose landing gear actuator rod with a new part and reinspect prior to reaching a threshold of 1,900 landings on the new part.

What is its compliance time?

Prior to further flight.

(Add grace period if not available)

What is repetitive interval?

*297

Serviceable? Opt term act?

8a: Action # 4

What is the corrective action?

If no crack is found, repeat the inspection until a new part is installed

What is its compliance time?

(Add grace period if not available)

What is repetitive interval?

Repeat inspection at intervals not to exceed 700 landings on the nose landing gear actuator rod.

Concurrent sb for opt term action

9. (Yes or No) Should corrective action(s) required in this AD to be applied to spares as well?

~~No~~ *yes*

10. Should a ferry flight permit be: Permitted Permitted with limitations* Prohibited
*List limitations.

11. Check the category that best describes the cause of the unsafe condition addressed by this AD:

Design Problem Unapproved Parts Operational
 Maintenance Quality Control Problem** Other (specify):
**Reporting Reqt Needed?

12. (Yes or No) Was the lead airline process used in developing the requirements of this action?

No