



VIA FEDERAL EXPRESS

and

FAX: (202) 493-2251

October 27, 2004

FAA Docket Management Facility
 U.S. Department of Transportation
 400 Seventh Street SW
 Nassif Building Room PL-401
 Washington, D.C. 20590

FAA-2004-19177-7

**Subject: Comments on Notice of Proposed Rulemaking for Falcon 10 Series Aircraft,
 Docket No. FAA-2004-19177, Directorate Identifier #2002-NM-202-AD**

Dear Sir or Madam:

Dassault Falcon Jet Corp. ("DFJ") provides the following comment relating to the Notice of Proposed Rule Making, related to the Falcon 10 series airplanes:

Background

Paragraph [m], Parts Installation, the paragraph 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 non destructive testing (NDT) is accomplished without any evidence of a crack, it is acceptable to Dassault Aviation to allow the actuator to remain in service on the aircraft. An installer reading this paragraph, could reasonably conclude that it is unacceptable to install part number 747721 actuator, if the actuator is removed from the aircraft for any reason.

Recommendation

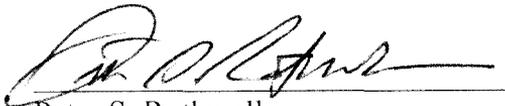
The recommended addition to paragraph [m] would be to have this paragraph read as follows: "As of the effective date of this AD, no person may install on any airplane a drag strut actuator having part number 747721, which has failed the ultra sonic inspection of the piston rod for cracks, in accordance with Dassault Service Bulletin F10-294 dated March 20, 2002." This change is important in order to ensure that a suitable number of spare parts are available for use upon publication of the Airworthiness Directive.

FAA Docket Management Facility
October 27, 2004
Page 2

The above comments are in addition to the comments provided by our parent, Dassault Aviation, a copy of which are attached. Should you have any questions regarding this submission, you may contact me at (201) 541 4510.

Very truly yours,

DASSAULT FALCON JET CORP.

A handwritten signature in black ink, appearing to read "Peter S. Rothwell", written over a horizontal line.

Peter S. Rothwell
Corporate Secretary

Attachment

cc: M. Boyle, *DFJ*
F. Youngkin, *DFJ*
G. Madigan, *DFJ*

T. Rodriguez, *FAA* (via Fax 425 227-1149)

DIRECTION GÉNÉRALE TECHNIQUE

Mérignac, Octobre 10th, 2003

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

/// **Attention to Rules Docket No 2003-NM-30-AD**
(in triplicate)

DGT-DTF/NAV 297656
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-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.'

Dear Sir,

This note presents Dassault Aviation comment to the NPRM in subject.

In paragraph 'Repetitive inspection (h) (1)', the NPRM proposes to do the terminating action (SB297 implementation) when a crack is found.

Discussion: SB297 installs a new re-enforced strut, as the final solution. The french CN-2002-137(B) did not address it mandatorily. Consequently availability for the long cycle manufacturing item has not been planned in sufficient quantity to face to the FAA AD requirement.

Therefore, the aim of this note is to propose to allow an operator who would not be able to supply a re-enforced rod in time for his aircraft, to install an initial design strut, pending new strut spare availability. Obviously, this action would not end the repetitive inspections for this operator, and should be allowed only once.

Proposal for AD: If any crack is found, before further flight,

- do the terminating modification specified in paragraph (i) of this AD,

- or replace the strut by a new one, same P/N. AD is not considered implemented by this action, repetitive inspections of paragraph (2) remain fully applicable. This action is allowed only once.

Do not hesitate to contact us for further information.

Best Regards,



Th. BOISSON



G. GARROUSTE