

Emergency Airworthiness Directive

AD No.: 2022-0161-E

Issued: 04 August 2022

Note: This Emergency Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

DASSAULT AVIATION

Type/Model designation(s):

Falcon 7X aeroplanes

Effective Date: 08 August 2022

TCDS Number(s): EASA.A.155

Foreign AD: Not applicable

Supersedure: None

ATA – Aeroplane Flight Manual – Amendment
Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 7X aeroplanes, all manufacturer serial numbers, including those that have embodied Dassault modification (mod) M1000 (commercially known as Falcon 8X) in production.

Definitions:

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

The AFM CP: Dassault Aeroplane Flight Manual (AFM) Change Project (CP) CP0188-PUB, for the AFM as specified in Table 1 of this AD, as applicable.

Reason:

An occurrence was reported of failed extension of inboard slats during landing phase, which was not indicated to the flight crew by the crew alerting system. The factual retracted inboard slats position was, however, correctly depicted by the flight control system synoptic. Investigation is ongoing to determine the root cause of the event.

This condition, if not corrected, could lead to reduced lift margin during approach and landing, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Dassault issued the AFM CP, as defined in this AD, introducing instructions for flight crew to safely operate the aeroplane with inboard slats remaining retracted.

For the reasons described above, this AD requires amendment of the applicable AFM.

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

Required as indicated, unless accomplished previously:

AFM Amendment:

- (1) Within 10 flight cycles after the effective date of this AD, incorporate CP0188-PUB into the AFM as defined in Table 1 of this AD, as applicable, inform all flight crews and, thereafter, operate the aeroplane accordingly.

Table 1 – Applicable AFM / CP0188-PUB

Aeroplane / Configuration	Applicable AFM
Falcon 7X pre-mod M1000	DGT105608
Falcon 7X post-mod M1000 (Falcon 8X)	DGT147681

- (2) Amending the applicable AFM by incorporating a later revision, which includes the AFM CP as required by this AD, is an acceptable method to comply with the requirements of paragraph (1) of this AD.

Ref. Publications:

Dassault Falcon 7X AFM DGT105608 CP0188-PUB dated 04 August 2022.

Dassault Falcon 8X AFM DGT147681 CP0188-PUB dated 04 August 2022.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on



a product, part or appliance not affected by this AD, 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 AD 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.

5. For any question concerning the technical content of the requirements in this AD, please contact your Dassault Falcon Command Center:
- Mérignac, France : +33 5 56 18 47 47 ; commandcenter@dassault-aviation.com
 - Teterboro, NJ USA: +1 201 541 4747 ; commandcenter@dassaultfalconjet.com.

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