# Airworthiness Directive

**AD No.: 2025-0042**

**Issued: 19 February 2025**

Note: This 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 2000EX aeroplanes

Effective Date: 05 March 2025
TCDS Number(s): EASA.A.008
Foreign AD: Not applicable
Supersedure: None

## ATA - Aeroplane Flight Manual – Amendment

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**Manufacturer(s):**
Dassault Aviation (Dassault)

**Applicability:**
Falcon 2000EX aeroplanes, all serial numbers (s/n) that have Dassault modification M1691 embodied (commercially known as Falcon 2000EX Easy, Falcon 2000 LX, Falcon 2000LXS, Falcon 2000S and Falcon 2000DX)

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

**The AFM-CP**: Dassault Aeroplane Flight Manual (AFM) - Change Project (CP) CP0176-PUB for Falcon 2000EX AFM DGT88898.

**Reason:**
An occurrence was reported where, after extending the flaps during the approach, a Falcon 2000LXS experienced a simultaneous failure on main DC buses powered by generator (GEN) 1 and GEN2, which initially resulted in intermittent display of crew alerting system (CAS) messages, including the red CAS message "2 GEN'S FAIL", data flickering in the display units, and light flashing on the overhead panel, and eventually, after a short period, led to loss of the main DC buses.

The flight crew applied the emergency procedure "Two generators inoperative" and was able to land the aircraft uneventfully.

Troubleshooting revealed a discrepancy in the GPU box (500PG) ground signal, originated during installation before initial delivery of the aeroplane.

The intermittent and flickering data and CAS messages could lead to increased pilot workload, possibly during a critical phase of flight.

To address this potential unsafe condition, Dassault issued the AFM-CP, as defined in this AD, to provide instructions to cope with this abnormal condition.

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

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

**AFM Amendment:**

(1) Within 1 month after the effective date of this AD, implement the AFM-CP, as defined in this AD, inform all flight crews, and, thereafter, operate the aeroplane accordingly.

(2) Amending the AFM of an aeroplane by incorporating the AFM-CP, or an AFM revision which includes the same content as the AFM-CP, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

## Ref. Publications:

Dassault AFM-CP CP0176-PUB for Falcon 2000EX AFM DGT88898, approval date 20 January 2025.

The use of later approved revisions of the above-mentioned document 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 19 March 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

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 Technical Assistance:

   - For Europe, Middle East and Africa based operators: Hot Line: (33) 5 56 18 47 47
   - For USA, Canada and Mexico based operators: Help Desk: (1) 800-2FALCON (2325266)
   - For operators based in other areas: Help Desk: (1) 201 541 4747.