European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2025-0092

Issued: 23 April 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 7X aeroplanes

Effective Date: 07 May 2025
TCDS Number(s): EASA.A.155
Foreign AD: Not applicable
Supersedure: None

ATA 27 – Flight Controls – Maintenance and Avionics Interface Computer Software – Modification

Airplane Flight Manual – Amendment

Manufacturer(s):
Dassault Aviation (Dassault)

Applicability:
Falcon 7X aeroplanes all serial numbers (s/n) that have embodied Dassault modification (mod) M1000 (commercially known as Falcon 8X).

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

The SB: Dassault Service Bulletin (SB) 7X-637.

The AFM CP: Dassault Aeroplane Flight Manual (AFM) Change Project (CP) CP0189.
Note: the AFM CP has not been published as a stand-alone document, but is embedded in the AFM DGT147681 revision 7.

Groups:
Group 1 aeroplanes are all s/n, except Group 2 aeroplanes.
Group 2 aeroplanes are those that have embodied Dassault mod 2138. Aeroplanes s/n 401, 496, 509, 515, 516 and subsequent are known to be Group 2.

Reason:

An occurrence was reported of a failed extension of inboard slats during landing phase, which was not indicated to the flight crew by the crew alerting system.

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, as an interim corrective action, Dassault issued the AFM-CP0188-PUB and EASA issued the Emergency AD 2022-0161-E to require the amendment of the AFM.

Since that AD was issued, Dassault developed mod M2138 that introduces changes in the Maintenance and Avionics Interface Computers (MAIC) software, to restore crew awareness about inboard slat configuration in case of slats failures; issued the SB for retrofit installation; and defined the AFM-CP, including improved procedures to cope with slats failures.

For the reason described above, this AD requires to upgrade the MAIC software and amendment of the AFM.

An aeroplane in compliance with the requirements of this AD remains compliant with the requirements of EASA AD 2022-0161-E.

This AD is considered to be an interim action and further AD action may follow, to extend the applicability to aeroplanes not having mod M1000 embodied.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Modification:

(1) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, upgrade the MAIC software in accordance with the instructions of the SB.

Concurrent Requirement(s):

(2) For aeroplanes not having embodied Dassault mod M1968 and mod M1655: Prior to the modification of an aeroplane as required by paragraph (1) of this AD, modify that aeroplane in accordance with the instructions of Dassault SB 7X-509 or SB 7X-412.

AFM Amendment:

(3) Before next flight after the modification as required by paragraph (1) of this AD, implement the AFM-CP, as defined in this AD, inform all flight crews, and thereafter, operate the aeroplane accordingly.

(4) Amending the AFM of an aeroplane by incorporating the AFM DGT147681 revision 7, or later, is an acceptable method to comply with the requirements of paragraph (3) of this AD for that aeroplane.

Related AD:

(5) For Group 1 and Group 2 aeroplanes: An aeroplane, the AFM of which has been amended to comply with paragraph (3) of this AD, or that has been amended by incorporating the AFM at revision 7, or later, as defined in paragraph (4) of this AD, as applicable, remains compliant with the requirements of paragraph (1) of EASA AD 2022-0161-E.
For that aeroplane, the AFM-CP0188, previously inserted in the AFM as required by EASA AD 2022-0161-E, can be removed from the AFM.

Ref. Publications:

Dassault SB 7X-412 original issue dated 19 September 2017, Revision 1 dated 11 December 2017 and Revision 2 dated 18 May 2018.

Dassault SB 7X-509 original issue dated 29 March 2021.

Dassault SB 7X-637 original issue dated 03 March 2025.

Dassault Falcon 8X AFM DGT147681 revision 7 dated 22 November 2024.

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. This AD was posted on 21 March 2025 as PAD 25-053 for consultation until 18 April 2025. No comments were received during the consultation period.

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)
- All other areas: Help Desk: (1) 201 541 4747.