



Airworthiness Directive

AD No.: 2026-0138

Issued: 13 July 2026

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 6X aeroplanes

Effective Date: 27 July 2026

TCDS Number(s): EASA.A.580

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Main Landing Gear Axle Beam – Inspection

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 6X aeroplanes, all serial numbers (s/n).

Definitions:

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

The SB: Dassault Service Bulletin (SB) 6X-061.

Affected brake: Any brake assembly Part Number (P/N) 90012002-1P, which is not at revision B or later.

Serviceable brake: Any brake assembly, eligible for installation in accordance with Dassault instructions, which is not an affected brake.

Affected axle beam: Main landing gear (MLG) axle beam P/N 200-5580-003, all s/n on which an affected brake has been installed, except those which have passed an inspection (no discrepancy detected; or discrepancy corrected) in accordance with the instructions of the SB (see Notes 1 and 2 of this AD).



Note 1: If no data is available to exclude that an affected brake has been installed on a MLG axle beam, that MLG axle beam is considered an affected axle beam.

Note 2: This includes MLG axle beams on which an affected brake has been installed and removed; MLG axle beams on which an affected brake is still installed; and MLG axle beams on which, after passing an inspection in accordance with the instructions of the SB, an affected brake has been reinstalled.

Affected MLG: Any MLG on which an affected axle beam is installed.

Groups: Group 1 aeroplanes are those having an affected MLG installed.

Group 2 aeroplanes are those which are not Group 1.

Reason:

An occurrence of interference between the MLG axle beam and the brake assembly was reported on an aeroplane.

Relevant investigations identified a possible interference between the brake inner bushing and the axle beam.

This condition, if not detected and corrected, could damage the anti-corrosion layers of the axle beams, possibly leading to corrosion development and, eventually, rupture of the axle, with consequent rupture of both hydraulic pipes of the brake unit and loss of braking capability of one MLG.

To address this potential unsafe condition, Dassault issued the SB, providing instructions for inspection of the axle beams, and inspection and rework of the brake assemblies.

For the reason described above, this AD requires a one-time inspection of affected axle beams, and replacement of affected brakes with serviceable brakes.

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:

Inspection:

- (1) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, inspect each affected axle beam in accordance with the instructions of the SB (see Note 3 of this AD).

Note 3: Accomplishment of the inspection as required by paragraph (1) of this AD includes removal of the wheels, tyres and brakes (WTB) assembly.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as described in the SB, is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB.



Replacement:

- (3) For Group 1 aeroplanes: Before next flight after the accomplishment of the inspection and corrective actions, as required by paragraph (1) and (2) of this AD, as applicable, replace each affected brake with a serviceable brake (see Note 4 of this AD). The SB and the applicable AMM provide instructions which are acceptable to accomplish the replacement of the brakes as required by this paragraph.

Note 4: The SB provides instructions to modify an affected brake into a serviceable brake.

Part(s) Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected axle beam on any aeroplane.
- (5) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected MLG on any aeroplane.
- (6) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected brake on any aeroplane (see Note 5 of this AD).

Note 5: Removal of an affected brake from an aeroplane and subsequent reinstallation of that affected brake at the same location of the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (6) of this AD.

Ref. Publications:

Dassault SB 6X-061 original issue dated 13 May 2026.

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. The original issue of this AD was posted on 01 June 2026 as PAD 26-069 for consultation until 29 June 2026. 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 Dassault Falcon Command Centre:

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