



Airworthiness Directive

AD No.: 2026-0145

Issued: 23 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 7X aeroplanes

Effective Date: 06 August 2026

TCDS Number(s): EASA.A.155

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2022-0161-E dated 04 August 2022.

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

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 7X aeroplanes, serial numbers (s/n) 2 up to 400 inclusive. This includes all s/n that have not embodied Dassault modification (mod) M1000.

Definitions:

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

The SB: Dassault Service Bulletin (SB) 7X-650 Revision (Rev) 1.

The AFM CP0188: Dassault Aeroplane Flight Manual (AFM) Change Project (CP) CP0188-PUB for AFM DGT105608.

The AFM CP0189: Dassault Aeroplane Flight Manual (AFM) Change Project (CP) CP0189 for AFM DGT105608.

Note 1: The AFM CP0189 has not been published as a stand-alone document, but is embedded in AFM DGT105608 Rev. 26.



Groups:

Group 1 aeroplanes are all s/n, except Group 2 aeroplanes.

Group 2 aeroplanes are those that have embodied Dassault mod M2138. Aeroplanes having s/n 301 and up 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 Dassault issued the AFM-CP0188-PUB and EASA issued Emergency AD 2022-0161-E to require 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-CP0189, including improved procedures to cope with slats failures.

For Falcon 7X aeroplanes in post-mod M1000 configuration (commercially known as Falcon 8X) a corresponding SB and AFM-CP have been issued and EASA issued AD 2025-0092 accordingly.

For the reason described above, this AD retains, for Falcon 7X aeroplanes, the requirements of EASA AD 2022-0161-E, which is superseded, and requires to upgrade the MAIC software and amendment of the AFM.

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:

AFM Amendment:

- (1) For Group 1 aeroplanes: Within 10 flight cycles after 08 August 2022 [the effective date of EASA AD 2022-0161-E], incorporate the AFM CP0188 into the AFM.
- (2) Amending the applicable AFM of an aeroplane by incorporating a later revision, which includes the AFM CP0188, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Modification:

- (3) 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):

- (4) For Group 1 aeroplanes not having embodied Dassault mod M1638: Prior to the modification of an aeroplane as required by paragraph (3) of this AD, modify that aeroplane in accordance with the instructions of Dassault SB 7X-436 Rev. 1.

AFM Amendment:

- (5) Before next flight after the modification as required by paragraph (3) of this AD, implement the AFM CP0189, as defined in this AD, inform all flight crews, and thereafter, operate the aeroplane accordingly.
- (6) Amending the AFM of an aeroplane by incorporating the AFM DGT105608 Revision 26, or later, is an acceptable method to comply with the requirements of paragraph (5) of this AD for that aeroplane.
- (7) For Group 1 and Group 2 aeroplanes: Following amendment of the AFM of an aeroplane to comply with paragraph (5) of this AD, or by incorporating the AFM DGT105608 Revision 26, or later, the AFM CP0188, if previously inserted in the AFM, can be removed from the AFM of that aeroplane.

Credit:

- (8) Modification of an aeroplane accomplished before the effective date of this AD in accordance with the instructions of Dassault SB 7X-650 at original issue is acceptable to comply with the requirement of paragraph (3) of this AD for that aeroplane.
- (9) Modification of an aeroplane accomplished before the effective date of this AD in accordance with the instructions of Dassault SB 7X-436 original issue is acceptable to comply with the requirement of paragraph (4) of this AD for that aeroplane.

Ref. Publications:

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

Dassault SB 7X-436 original issue dated 20 December 2017 and Rev. 1 dated 18 May 2018 (including its correction dated 15 September 2021).

Dassault SB 7X-650 original issue dated 20 March 2025 and Rev. 1 dated 27 May 2026.

Dassault Falcon 7X AFM DGT105608 Revision 26 dated 30 April 2026.

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 original issue of this AD was posted on 18 June 2026 as PAD 26-076 for consultation until 16 July 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 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.

