



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-001

Issued: 12 January 2021

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

DASSAULT AVIATION

Type/Model designation(s):

Falcon 7X, Falcon 900EX and Falcon 2000EX aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.008, EASA.A.062 and EASA.A.155

Foreign AD: Not applicable

Supersedure: None

ATA 51 – Standard Practices and Structures – DECOMATIC Titanium Bolts – Replacement

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 7X aeroplanes, manufacturer serial numbers (s/n) 272 through 279 (inclusive) and s/n 404 through 412 (inclusive), including those that have embodied Dassault modification (mod) M1000 (commercially known as Falcon 8X) in production;

Falcon 900EX aeroplanes, s/n 303 through 311 (inclusive), including those that have embodied Dassault mod M5281 and M5535 (commercially known as F900LX) in production; and

Falcon 2000EX aeroplanes, s/n 333 through 362 (inclusive) and s/n 741 through 748 (inclusive), including those that have embodied Dassault mod M5000 or mod M5001 (commercially known as F2000LXS and F2000S, respectively) in production.



Definitions:

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

The applicable SB: Dassault Service Bulletin (SB) SB 7X-467 (Falcon 7X aeroplanes), SB F900EX-571 (Falcon 900EX aeroplanes) and SB F2000X-454 (Falcon 2000EX aeroplanes), as applicable.

Affected part: Decomatic Titanium (Ti)-Screws of specific manufacturing batch, as defined in the applicable SB.

Serviceable part: An eligible Ti-Screw defined as replacement part in the applicable SB.

Reason:

Investigation determined that during the manufacturing of affected parts, an improper heat treatment process was applied. This led to a hydrogen concentration rate in the material of the affected part above the allowable limit. Dassault identified the individual aeroplanes on which the affected parts were used to assemble certain structural parts.

This condition, if not corrected, could lead to premature failure of an affected part installed in a critical location, possibly resulting in reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Dassault issued the applicable SB to identify the affected structural areas and provide replacement instructions.

For the reasons described above, this AD requires replacement of each affected part with a serviceable part.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) Within the compliance time defined in Table 1 of this AD (see Note 1 of this AD), as applicable, replace each affected part with a serviceable part in accordance with the instructions of the applicable SB.

Table 1 – Replacement

Aeroplane Type	Compliance Time (whichever occurs first)
Falcon 7X	Before exceeding 98 months or 4 000 flight cycles (FC)
Falcon 900EX	Before exceeding 74 months or 3 750 FC
Falcon 2000EX	

Note 1: The calendar time and FC specified in Table 1 of this AD are those accumulated by the aeroplane since its first flight.

Parts Installation:

- (2) From the effective date of this AD, it is allowed to install (see Note 2 of this AD) on any aeroplane a Ti-Screw, provided it is a serviceable part, as defined in this AD.



Note 2: Removing an affected part from an aeroplane and, during the same maintenance visit, re-installing that part on the same location of the same aeroplane, is not considered “install” as specified in paragraph (2) of this AD.

Ref. Publications:

Dassault SB 7X-467 original issue dated 16 November 2020.

Dassault SB F900EX-571 original issue dated 16 November 2020.

Dassault SB F2000EX-454 original issue dated 16 November 2020.

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

Remarks:

1. This Proposed AD will be closed for consultation on 09 February 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact your Dassault Falcon Technical Assistance:
 - For Europe, Middle East and Africa based operators: Hot Line: (33) 1 47 11 37 37
 - For USA, Canada and Mexico based operators: Help Desk: (1) 800-2FALCON (2325266)
 - All other areas: Help Desk: (1) 201 541 4747.

