



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-105

Issued: 22 July 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 aeroplanes

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

TCDS Number(s): EASA.A.155

Foreign AD: Not applicable

Supersedure: None

ATA 34 – Navigation – EASy Avionics Architecture / Aircraft Flight Manual / Amendment

Master Minimum Equipment List – Amendment / Implementation

Operational Suitability Manual – Flight Crew – Amendment / Implementation

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 7X aeroplanes, all manufacturer serial numbers, including those that have embodied Dassault modification (mod) M1000 (commercially known as Falcon 8X) in production.

Definitions:

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

The AFM-CP: Dassault Airplane Flight Manual (AFM)-Change Project (CP)0177-PUB.

The MMEL-CP: Dassault Master Minimum Equipment List (MMEL)-CP0299-PUB.



The OSM FC: Dassault 7X Operational Suitability Manual (OSM) Flight Crew (FC) DGT 148654 Revision 06.

Reason:

A weak point has been identified in the Falcon 7X 'EASy' avionics architecture which, coupled with theoretical Generic IO (Input/Output) card failure, may lead to misleading data on display units.

This condition, if not corrected, could reduce the safety margins and lead to increased pilot workload, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Dassault issued the AFM CP, the MMEL CP and the OSM FC as defined in this AD.

For the reason described above, this AD requires amendment of the applicable AFM, implementation of the MMEL CP and implementation of the OSM FC.

This AD is considered to be interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Within 2 months after the effective date of this AD, accomplish the actions as required by paragraph (1) of this AD, or as specified in paragraph (2) of this AD, and paragraphs (3) and (4) of this AD, inform all flight crews, and, thereafter, ensure that each pilot has performed the training and operate the aeroplane accordingly.

AFM Amendment:

- (1) Amend the applicable AFM to incorporate the AFM CP.
- (2) Amending the applicable AFM to incorporate a later revision, which includes the AFM CP as required by this AD, is an acceptable method to comply with the requirements of paragraph (1) of this AD.

MMEL Implementation:

- (3) Implement the instructions of the MMEL CP on the basis of which the operator's MEL must be amended.

OSM FC Implementation:

- (4) Implement the instructions of the OSM FC.

Ref. Publications:

Dassault AFM-CP0177-PUB dated 28 June 2021.

Dassault MMEL-CP0299-PUB dated 30 April 2021.

Dassault OSM FC DGT 148654 Revision 06 dated 02 July 2021.



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 19 August 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.

