



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-023

Issued: 15 February 2024

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: This AD supersedes EASA AD 2024-0021 dated 17 January 2024.

ATA 57 – Wings – Ailerons – Inspection

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

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

Definitions:

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

The SB1: Dassault Service Bulletin (SB) 7X-593 Revision 2.

The SB2: Dassault SB 7X-594 Revision 1.

Affected part 1: Ailerons having part number (P/N) F7XC576131(A3/A4), F7XC576231(A3/A4), F7XL576131(-/W1/A1) or F7XL576231(-/W1/A1), and a serial number as identified in the SB1, except those marked with 'R1' on the identification plate, and except those marked with '7X-593' on the service bulletin compliance label.



Affected part 2: Ailerons having P/N F7XC576131(A3/A4), F7XC576231(A3/A4), F7XL576131(-/W1/A1) or F7XL576231(-/W1/A1), and a serial number as identified in the SB2, except those marked with 'R2' on the identification plate, and except those marked with '7X-594' on the service bulletin compliance label.

Groups: Group 1 aeroplanes are those which have an affected part 1 installed.
Group 2 aeroplanes are those which have an affected part 2 installed.
Depending on its configuration, an aeroplane can be both Group 1 and Group 2.

Group 3 aeroplanes are those which are not Group 1 and are not Group 2.

Reason:

Occurrences have been reported of finding excessive thickness of the trailing edge of certain ailerons, which may affect the assembly of the rear spar with lower skin and upper skins.

This condition, if not detected and corrected, could lead to reduced structural integrity of the aileron.

To address this potential unsafe condition, Dassault issued SB 7X-593 Revision 1 and SB 7X-594, providing lists of certain affected parts and instructions for inspection and, as necessary, repair, and EASA issued AD 2024-0021 to require a one-time inspection of those affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, additional part numbers (P/N F7XL576131W1 and F7XL576231W1), have been identified as affected, and Dassault issued the SB1 and the SB2, as defined in this AD, including an updated list of affected parts.

For the reason described above, this AD retains the requirement of EASA AD 2024-0021, which is superseded, introducing a wider definition of affected part 1 and affected part 2.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspections:

- (1) For Group 1 aeroplanes: Before an affected part 1 exceeds 8 000 flight cycles (FC) since its first installation on an aeroplane, inspect that affected part 1 in accordance with the instructions of the SB1.
- (2) For Group 2 aeroplanes: Before an affected part 2 exceeds 4 000 FC since its first installation on an aeroplane, inspect that affected part 2 in accordance with the instructions of the SB2.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy, as identified in the SB1 or in the SB2, as applicable, is found on an affected part, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB1 or the SB2, as applicable. Where the SB1 provides instructions to contact



Dassault, this AD requires, before next flight, to contact Dassault for approved corrective action(s) instructions and accomplish those instructions accordingly.

Credit:

- (4) Inspections and corrective action, accomplished on an affected part (1 or 2) of an aeroplane before the effective date of this AD in accordance with the instructions of the original issue or of Revision 1 of the SB1, or in accordance with the instructions of the original issue of the SB2, as applicable, are acceptable to comply with the requirements of paragraphs (1), (2) and (3) of this AD, as applicable, for that affected part (1 or 2).

Part(s) Installation:

- (5) For Group 1, Group 2 and Group 3 aeroplanes: From the effective date of this AD, do not install (see Note 1 of this AD) an affected part 1 or an affected part 2 on any aeroplane.

Note 1: Removal of an aileron from an aeroplane and subsequent reinstallation of that aileron on the same aeroplane, accomplished during a single maintenance visit, is not considered 'install' as specified in paragraph (5) of this AD.

Ref. Publications:

Dassault SB 7X-593 original issue dated 15 March 2023 including its ERRATUM dated 18 September 2023, Revision 1 dated 08 November 2023, and Revision 2 dated 17 January 2024.

Dassault SB 7X-594 original issue dated 15 March 2023, and Revision 1 dated 17 January 2024.

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 14 March 2024.
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) 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.

