

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-071

Issued: 07 May 2025

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 900EX, Falcon 2000EX, Falcon 7X and Falcon 6X aeroplanes

Effective Date: [TbD – standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.008, EASA.A.062, EASA.A.155 and EASA.A.580

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Passenger Seats – Inspection

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 2000EX aeroplanes, all serial numbers (s/n) that have Dassault modification M1691 embodied (commercially known as Falcon 2000EX Easy, Falcon 2000 LX, Falcon 2000LXS, Falcon 2000S and Falcon 2000DX);

Falcon 7X aeroplanes, all s/n, including those that have embodied Dassault modification (mod) M1000 (commercially known as Falcon 8X).

Falcon 6X aeroplanes, all s/n.

Falcon 900EX aeroplanes, s/n 266 and s/n 301.

Definitions:

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



Affected seat: Any B/E Aerospace UCT seat having Part Number (P/N) 3ABF0107(X) or P/N 3ABF0207(X), where (X) represents any alpha/numerical sequence, and having a serial number lower than 4000663918, or with format XXXXXX-XX;

except those on which B/E Aerospace UCT SB SB-3ABF0107-25-79 (any revision) has been accomplished.

Groups: Group 1 aeroplanes are those having an affected part installed. Group 2 aeroplanes are those not having an affected part installed.

The SB: Dassault Service Bulletin (SB) F2000EX-513, SB 7X-643, SB F900EX-620 or SB 6X-033, as applicable.

Reason:

Occurrences of affected seats sliding without passenger input were reported.

Relevant investigations identified that the ring brakes and ring brake housing were out of allowed adjustment tolerances and failed to lock the seat in place.

This condition, if not detected and corrected, could lead to failure of the affected seat to remain in its position during critical phases of flight, possibly resulting in injury to passengers.

To address this potential unsafe condition, Dassault issued the SB, including reference to B/E Aerospace UCT (manufacturer of the seats) SB SB-3ABF0107-25-79, to provide instructions to inspect affected seats.

For the reasons described above, this AD requires accomplishment of a one-time inspection of affected seats and, depending on findings, corrective actions.

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

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

Inspection:

- (1) For Group 1 aeroplanes: Within the compliance time as identified in Table 1 of this AD, as applicable, inspect each affected seat in accordance with the instructions of the SB.

Table 1 – Compliance Time

Aeroplane Type	Compliance Time (whichever occurs first after the effective date of this AD)
Falcon 6X	98 months or 4 000 flight cycles (FC)
Falcon 7X	98 months or 4 000 FC
Falcon 2000EX	74 months or 3 750 FC
F900EX	74 months or 3 750 FC



Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is identified on an affected seat, before next flight, accomplish the corrective action as identified in the SB, as applicable. Where B/E Aerospace UCT SB SB-3ABF0107-25-79 provides instructions to “contact Collins Aerospace to arrange for technician to replace ring brake assemblies per SB-3ABF0107-25-81”, this AD requires to replace ring brake assemblies per SB-3ABF0107-25-81 before next flight after the inspection as required by paragraph (1) of this AD.

Alternative Method:

- (3) As an alternative to the requirements of paragraphs (1) and (2) of this AD, marking an affected seat as inoperative, and assuring that seat is not occupied during flight operations, is an acceptable alternative method to defer compliance with the requirements of paragraphs (1) and (2) of this AD for that seat, provided this is accomplished within the provisions of the applicable master minimum equipment list (MMEL).

Part(s) Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected seat on an aeroplane, provided that the seat is inspected and, depending on finding(s), corrective actions are accomplished as required by paragraphs (1) and (2) of this AD, as applicable.

Ref. Publications:

Dassault SB F2000EX-513 original issue dated 25 April 2025 or revision 1 dated 05 May 2025.

Dassault SB 7X-643 original issue dated 25 April 2025 or revision 1 dated 05 May 2025.

Dassault SB 6X-033 original issue dated 25 April 2025 or revision 1 dated 05 May 2025.

Dassault SB F900X-620 original issue dated 25 April 2025 or revision 1 dated 05 May 2025.

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 04 June 2025.
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.

