



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-195

Issued: 17 December 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 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 2024-0224 dated 26 November 2024.

ATA 27 – Flight Controls – Spoiler Electrical Control Unit – Replacement

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).

Definitions:

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

The SB: Dassault Service Bulletin (SB) 7X-586.

Affected part: Any Spoiler Electrical Control Unit (SPECU) having Part Number (P/N) 051243-01, at any of the following amendment (amdt) status:

No amdt, all serial numbers;

Amdt A, all serial numbers;

Amdt AB, all serial numbers;

Amdt AC, all serial numbers;

Amdt B, all serial numbers;



Amdt BC, all serial numbers;
Amdt ABC, and having serial number 020, 279 or 451.

Serviceable part: Any SPECU, eligible for installation in accordance with Dassault instructions, which is not an affected part.

Groups: Group 1 aeroplanes are those which have an affected part installed.
Group 2 aeroplanes are those which do not have an affected part installed.

Reason:

Occurrences of hydraulic leakage from the Spoiler Power Control Unit (SPPCU) have been reported in service. Relevant investigations determined that, following certain failures, the SPECU can deliver an untimely and permanent activation command to the SPPCU standby electrical pump, which can possibly result in overheating and significant hydraulic leakage of the unit.

This condition, if not corrected, could lead to further occurrences of equipment overheating and hydraulic leakage in the fuel equipment bay, possibly resulting, during ground operations, in uncontrolled fire in that area.

To address this potential unsafe condition, Dassault designed an improved SPECU, and issued the SB, providing instructions for replacement, and EASA issued AD 2024-0224 requiring replacement of affected parts, and prohibiting their (re)installation.

Since that AD was issued, it has been determined that additional SPECUs must be included in the definition of affected part, and Dassault revised the SB.

For the reason described above, this AD retains the requirements of EASA AD 2024-0224, which is superseded, but expanding the definition of affected parts.

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:

Modification:

- (1) For Group 1 aeroplanes: Within 2 400 flight hours or 38 months, whichever occurs first after 10 December 2024 [the effective date of EASA AD 2024-0224], replace the affected part with a serviceable part in accordance with the instructions of the SB.

Part(s) Installation:

- (2) For Group 1 and Group 2 aeroplanes: Do not install an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable (see Note 1 of this AD):

(2.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.



Note 1: Removal of a SPECU from an aeroplane and subsequent reinstallation of that SPECU on the same aeroplane, accomplished during a single maintenance visit, is not considered 'install' as specified in paragraph (2) of this AD.

Ref. Publications:

Dassault SB 7X-586, original issue dated 05 September 2024, including related Erratum dated 16 October 2024, and revision 1 dated 03 December 2025.

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

Remarks:

1. This Proposed AD will be closed for consultation on 14 January 2026.
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.

