Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-069

Issued: 01 June 2026

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 6X aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]
TCDS Number(s): EASA.A.580
Foreign AD: Not applicable
Supersedure: None

ATA 32 – Landing Gear – Main Landing Gear Axle Beam – Inspection

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Manufacturer(s):
Dassault Aviation (Dassault)

Applicability:
Falcon 6X aeroplanes, all serial numbers (s/n).

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

The SB: Dassault Service Bulletin (SB) 6X-061.

Affected axle beam: Main landing gear (MLG) axle beam Part Number (P/N) 200-5580-003, all s/n on which an affected brake has been installed, except those which have passed an inspection (no discrepancy detected; or discrepancy corrected) in accordance with the instructions of the SB (see Notes 1 and 2 of this AD).

Note 1: If no data is available to exclude that an affected brake has been installed on a MLG axle beam, that MLG axle beam is considered an affected axle beam.

Note 2: This includes MLG axle beams on which an affected brake has been installed and removed, and MLG axle beams on which an affected brake is still installed.

Affected MLG: Any MLG having an affected axle beam installed.

Affected brake: Any brake assembly P/N 90012002-1P, which is not at revision B or later.

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

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

Reason:

An occurrence of interference between the MLG axle beam and the brake assembly has been reported on an aeroplane.

Relevant investigations identified a possible interference between the brake inner bushing and the axle beam.

This condition, if not detected and corrected, could damage the anti-corrosion layers of the axle beams, possibly leading to corrosion development and, eventually, rupture of the axle, with consequent rupture of both hydraulic pipes of the brake unit and loss of braking capability of one MLG.

To address this potential unsafe condition, Dassault issued the SB, providing instructions for inspection of the axle beam, and inspection and rework of the brake assemblies.

For the reason described above, this AD requires a one-time inspection of affected axle beams, and replacement of affected brakes with serviceable brakes.

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:

Inspection:

(1) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, inspect each affected axle beam in accordance with the instructions of the SB (see Note 3 of this AD).

Note 3: Accomplishment of the inspection as required by paragraph (1) of this AD includes removal of the wheels, tyres and brakes (WTB) assembly.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as described in the SB, is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB.

Replacement:

(3) For Group 1 aeroplanes: Before next flight after the accomplishment of the inspection and corrective actions, as required by paragraph (1) and (2) of this AD, as applicable, replace each affected brake with a serviceable brake. The SB and the applicable AMM provide instructions which are acceptable to accomplish the replacement of the brakes as required by this paragraph (see Note 4 of this AD).

Note 4: The SB provides instructions to modify an affected brake into a serviceable brake.

Part(s) Installation:

(4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected axle beam on any aeroplane.

(5) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected MLG on any aeroplane.

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

Note 5: Removal of an affected brake from an aeroplane and subsequent reinstallation of that affected brake at the same location of the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (6) of this AD.

Ref. Publications:

Dassault SB 6X-061 original issue dated 13 May 2026.

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 29 June 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 Dassault Falcon Command Centre:

- Mérignac, France: Phone +33 5 56 18 47 47 or
  E-mail: commandcenter@dassault-aviation.com.
- Teterboro, NJ USA: Phone +1 201 541 47 47 or
  E-mail: commandcenter@dassaultfalconjet.com.