



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-076

Issued: 18 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 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 Emergency AD 2022-0161-E dated 04 August 2022

ATA 27 – Flight Controls – Maintenance and Avionics Interface Computer Software – Modification

Airplane Flight Manual – Amendment

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 7X aeroplanes, serial numbers (s/n) 2 up to 400 inclusive. This includes all s/n that have not embodied Dassault modification (mod) M1000.

Definitions:

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

The SB: Dassault Service Bulletin (SB) 7X-650 revision (rev) 1.

The AFM CP0188: Dassault Aeroplane Flight Manual (AFM) Change Project (CP) CP0188-PUB for the AFM DGT105608.

The AFM CP0189: Dassault Aeroplane Flight Manual (AFM) Change Project (CP) CP0189 for the AFM DGT105608.



Note 1: the AFM CP189 has not been published as a stand-alone document, but is embedded in the AFM DGT105608 revision 26.

Groups:

Group 1 aeroplanes are all s/n, except Group 2 aeroplanes.

Group 2 aeroplanes are those that have embodied Dassault mod 2138. Aeroplanes from s/n 301 are known to be Group 2.

Reason:

An occurrence was reported of a failed extension of inboard slats during landing phase, which was not indicated to the flight crew by the crew alerting system.

This condition, if not corrected, could lead to reduced lift margin during approach and landing, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, as interim corrective action, Dassault issued the AFM-CP0188-PUB and EASA issued the Emergency AD 2022-0161-E to require the amendment of the AFM.

Since that AD was issued, Dassault developed mod M2138 that introduces changes in the Maintenance and Avionics Interface Computers (MAIC) software, to restore crew awareness about inboard slat configuration in case of slats failures; issued the SB for retrofit installation; and defined the AFM-CP189, including improved procedures to cope with slats failures.

For Falcon 7X aeroplanes in post-mod M1000 configuration (commercially known as Falcon 8X), a corresponding SB and AFM-CP have been issued and EASA issued AD 2025-0092 accordingly.

For the reason described above, this AD retains, for Falcon 7X aeroplane, the requirements of EASA AD 2022-0161-E, which is superseded, and requires to upgrade the MAIC software and amendment of the AFM.

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:

AFM Amendment:

- (1) For Group 1 aeroplanes: Within 10 flight cycles after 08 August 2022 [the effective date of EASA AD 2022-0161-E], incorporate the AFM CP0188 into the AFM.
- (2) Amending the applicable AFM by incorporating a later revision, which includes the AFM CP0188 as defined by this AD, is an acceptable method to comply with the requirements of paragraph (1) of this AD.

Modification:

- (3) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, upgrade the MAIC software in accordance with the instructions of the SB.



Concurrent Requirement(s):

- (4) For Group 1 aeroplanes not having embodied Dassault mod M1638: Prior to the modification of an aeroplane as required by paragraph (3) of this AD, modify that aeroplane in accordance with the instructions of Dassault SB 7X-436 rev. 01.

AFM Amendment:

- (5) Before next flight after the modification as required by paragraph (3) of this AD, implement the AFM CP0189, as defined in this AD, inform all flight crews, and thereafter, operate the aeroplane accordingly.
- (6) Amending the AFM of an aeroplane by incorporating the AFM DGT105608 revision 26, or later, is an acceptable method to comply with the requirements of paragraph (5) of this AD for that aeroplane.
- (7) For Group 1 and Group 2 aeroplanes: Following amendment of the AFM of an aeroplane to comply with paragraph (5) of this AD, or by incorporating the AFM DGT105608 at revision 26, or later, the AFM CP0188, if previously inserted in the AFM, can be removed from the AFM of that aeroplane.

Credit:

- (8) Modification of an aeroplane accomplished before the effective date of this AD in accordance with the instructions of Dassault SB 7X-650 at original issue is acceptable to comply with the requirement of paragraph (3) of this AD for that aeroplane.
- (9) Modification of an aeroplane accomplished before the effective date of this AD in accordance with the instructions of Dassault SB 7X-436 original issue is acceptable to comply with the requirement of paragraph (4) of this AD for that aeroplane.

Ref. Publications:

Dassault Falcon 7X AFM DGT105608 CP0188-PUB dated 04 August 2022.

Dassault SB 7X-436 original issue dated 20 December 2017 and rev. 1 dated 18 May 2018 (including its correction dated 15 September 2021).

Dassault SB 7X-650 original issue dated 20 March 2025 and rev. 1 dated 27 May 2026.

Dassault Falcon 7X AFM DGT105608 revision 26 dated 30 April 2026.

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 16 July 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.

