


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 14-050R1 Date: 23 April 2014 Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 closing date indicated.	
Type Approval Holder's Name : DASSAULT AVIATION		Type/Model designation(s) : Falcon 7X aeroplanes
TCDS Number : EASA.A.155		
Foreign AD : Not Applicable		
Supersedure : None		
ATA 28	Fuel – Fuel Box – Inspection / Repair	
Manufacturer(s):	DASSAULT AVIATION	
Applicability:	Falcon 7X aeroplanes, Serial Numbers (SN) 1 to 140 inclusive, SN 142 to 156 inclusive, SN 158 to 176 inclusive, SN 178 to 181 inclusive, and SN 183, 184, 187, 188, 190, 194 and 200.	
Reason:	<p>During the fuel system pressurization of a production line Falcon 7X aeroplane, a fuel leak occurred in the baggage compartment. The technical investigations concluded that a double failure of a connector (or coupling) on a fuel line, in combination with a defective fuel tightness of the corresponding enclosure (fuel box), caused the leak.</p> <p>Failure of the second barrier (fuel box) is a dormant failure, as this will only manifest itself in case of connector (or fuel pipe coupling) failure in flight.</p> <p>This condition, if not corrected, could result in a fire in the baggage compartment, which would affect the aeroplane safe flight.</p> <p>To address this potential unsafe condition, Dassault Aviation issued Service Bulletin (SB) F7X-284, which provides instructions to restore the sealing of the Left Hand (LH) and Right Hand (RH) fuel boxes.</p> <p>For the reasons described above, this AD requires opening of the fuel boxes and restoration of the sealing of the fuel boxes to meet the initial design specifications.</p> <p>This PAD has been republished as it has been identified that Dassault Aviation SB F7X-284 at original issue contained some discrepancies, which led Dassault Aviation to publish SB F7X-284 Revision 1 with corrected accomplishment instructions.</p>	

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 98 months after the effective date of this AD, open the LH and RH fuel boxes and accomplish all applicable actions as specified in, and in accordance with the instructions of Dassault Aviation SB F7X-284 Revision 1.</p>
Ref. Publications:	<p>Dassault Aviation SB F7X-284 Revision 1 dated 15 April 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 07 May 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, please contact your Dassault Falcon Technical Center: <ul style="list-style-type: none"> • For Europe, Middle East and Africa based operators: (+33) 1 47 11 37 37 • For USA, Canada and Mexico based operators: (+1) 800-2FALCON (2325266) • All other areas: (+1) 201 541 4747