Airworthiness Directive

AD No.: 2023-0207

Issued: 21 November 2023

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

DASSAULT AVIATION

Type/Model designation(s):

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

Effective Date: 05 December 2023

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

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2021-0047 dated 16 February 2021.

ATA 51 – Standard Practices and Structures – DECOMATIC Titanium Bolts – Replacement

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Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 7X aeroplanes, manufacturer serial numbers (s/n) 261 through 288 (inclusive) and s/n 401 through 458 (inclusive), including those that have embodied Dassault modification (mod) M1000 (commercially known as Falcon 8X) in production;

Falcon 900EX aeroplanes, s/n 303 through 311 (inclusive), including those that have embodied Dassault mod M5281 and M5535 (commercially known as F900LX) in production; and

Falcon 2000EX aeroplanes, s/n 333 through 362 (inclusive) and s/n 741 through 748 (inclusive), including those that have embodied Dassault mod M5000 or mod M5001 (commercially known as F2000LXS and F2000S, respectively) in production.

Definitions:

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

The applicable SB: Dassault Service Bulletin (SB) SB 7X-467 Revision (Rev.) 2 (Falcon 7X aeroplanes), SB F900EX-571 (Falcon 900EX aeroplanes) and SB F2000X-454 (Falcon 2000EX aeroplanes), as applicable.

Affected part: Decomatic Titanium (Ti)-Screws of specific manufacturing batch, as defined in the applicable SB.

Serviceable part: An eligible Ti-Screw defined as replacement part in the applicable SB.

Reason:

An investigation has determined that during the manufacturing of affected parts, an improper heat treatment process was applied. This has led to a hydrogen concentration rate in the material of the affected part above the allowable limit. Dassault identified the individual aeroplanes on which the affected parts were used to assemble certain structural parts.

This condition, if not corrected, could lead to premature failure of an affected part installed in a critical location, possibly resulting in reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Dassault issued the applicable SB to identify the affected structural areas and provide replacement instructions for a certain batch of aeroplanes, and EASA issued AD 2021-0047 to require replacement of each affected part with a serviceable part on those aeroplanes.

Since that AD was issued, it has been determined that affected parts have been installed in production in additional areas of certain Falcon 7X aeroplanes already included in the effectivity of the original issue of Dassault SB 7X-467 and in the applicability of EASA AD 2021-0047. Additionally, it has also been determined that some additional Falcon 7X aeroplanes were not included in the effectivity of the original issue of Dassault SB 7X-467 nor in the Applicability of EASA AD 2021-0047. Consequently, Dassault revised accordingly SB 7X-467, now at Rev. 2 (SB 7X-467 Rev. 1 has not been released to operators).

For the reasons described above, this AD retains the requirements of EASA AD 2021-0047, which is superseded, and additionally requires replacement of each affected part with a serviceable part in new areas of certain aeroplanes and expands the Applicability.

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

Required as indicated, unless accomplished previously:

Replacement:

(1) Within the compliance time defined in Table 1 of this AD (see Notes 1 to 3 of this AD), as applicable, replace each affected part with a serviceable part in accordance with the instructions of the applicable SB.

Table 1 – Replacement

Aeroplane Type	**Compliance Time** (whichever occurs first)
Falcon 7X	Before exceeding 98 months or 4 000 flight cycles (FC)
Falcon 900EX	Before exceeding 74 months or 3 750 FC
Falcon 2000EX	

Note 1: The calendar time and FC specified in Table 1 of this AD are those accumulated by the aeroplane since its first flight.

Note 2: Replacement of affected parts on an aeroplane, as required by paragraph (1) of this AD, can be accomplished during different aeroplane maintenance visits.

Note 3: Dassault SB 7X-467 Rev. 2 identifies the additional work required on aeroplanes on which any of a previous revision of that SB has been accomplished.

Parts Installation:

(2) From the effective date of this AD, it is allowed to install (see Note 4 of this AD) on any aeroplane a Ti-Screw, provided it is a serviceable part, as defined in this AD.

Note 4: Removing an affected part from an aeroplane and, during the same maintenance visit, re-installing that part on the same location of the same aeroplane, is not considered “install” as specified in paragraph (2) of this AD.

Ref. Publications:

Dassault SB 7X-467 original issue dated 16 November 2020, Rev. 1 dated 12 December 2022 or Rev. 2 dated 20 March 2023.

Dassault SB F900EX-571 original issue dated 16 November 2020.

Dassault SB F2000EX-454 original issue dated 16 November 2020.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 17 October 2023 as PAD 23-113 for consultation until 14 November 2023. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.

5. For any question concerning the technical content of the requirements in this AD, please contact your Dassault Falcon Technical Assistance:

   - For Europe, Middle East and Africa based operators: Hot Line: (33) 1 47 11 37 37
   - For USA, Canada and Mexico based operators: Help Desk: (1) 800-2FALCON (2325266)
   - All other areas: Help Desk: (1) 201 541 4747.