



Airworthiness Directive

AD No.: 2024-0076

Issued: 19 March 2024

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 aeroplanes

Effective Date: 02 April 2024

TCDS Number(s): EASA.A.155

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2024-0021 dated 17 January 2024.

ATA 57 – Wings – Ailerons – Inspection

Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 7X aeroplanes, all serial numbers (s/n), including those on which Dassault modification (mod) M1000 has been embodied in production (commercially known as Falcon 8X).

Definitions:

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

The SB1: Dassault Service Bulletin (SB) 7X-593 Revision 2.

The SB2: Dassault SB 7X-594 Revision 1.

Affected part 1: Ailerons having Part Number (P/N) F7XC576131(A3/A4), P/N F7XC576231(A3/A4), P/N F7XL576131(-/W1/A1) or P/N F7XL576231(-/W1/A1), and an s/n as identified in the SB1, except those marked with 'R1' on the identification plate, and except those marked with '7X-593' on the SB compliance label.

Affected part 2: Ailerons having P/N F7XC576131(A3/A4), P/N F7XC576231(A3/A4), P/N F7XL576131(-/W1/A1) or P/N F7XL576231(-/W1/A1), and an s/n as identified in the SB2, except



those marked with 'R2' on the identification plate, and except those marked with '7X-594' on the SB compliance label.

Groups: Group 1 aeroplanes are those which have an affected part 1 installed.

Group 2 aeroplanes are those which have an affected part 2 installed.

Depending on its configuration, an aeroplane can be both Group 1 and Group 2.

Group 3 aeroplanes are those which are not Group 1 and are not Group 2.

Reason:

Occurrences have been reported of finding excessive thickness of the trailing edge of certain ailerons, which may affect the assembly of the rear spar with lower skin and upper skins.

This condition, if not detected and corrected, could lead to reduced structural integrity of the aileron.

To address this potential unsafe condition, Dassault issued SB 7X-593 Revision 1 and SB 7X-594, providing lists of certain affected parts and instructions for inspection and, as necessary, repair, and EASA issued AD 2024-0021 to require a one-time inspection of those affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, additional part numbers (P/N **F7XL576131W1** and **F7XL576231W1**), have been identified as affected, and Dassault issued the SB1 and the SB2, as defined in this AD, including updated lists of affected parts.

For the reason described above, this AD retains the requirement of EASA AD 2024-0021, which is superseded, introducing a wider definition of affected part 1 and affected part 2.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspections:

- (1) For Group 1 aeroplanes: Before an affected part 1 exceeds 8 000 flight cycles (FC) since its first installation on an aeroplane, inspect that affected part 1 in accordance with the instructions of the SB1.
- (2) For Group 2 aeroplanes: Before an affected part 2 exceeds 4 000 FC since its first installation on an aeroplane, inspect that affected part 2 in accordance with the instructions of the SB2.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy, as identified in the SB1 or in the SB2, as applicable, is found on an affected part (1 or 2), before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB1 or the SB2, as applicable. Where the SB1 provides instructions to contact Dassault, this AD requires, before next flight, to contact Dassault for approved corrective action(s) instructions and accomplish those instructions accordingly.



Credit:

- (4) Inspections and corrective actions, accomplished on an affected part (1 or 2) of an aeroplane before the effective date of this AD in accordance with the instructions of the SB1 at original issue or at Revision 1, or in accordance with the instructions of the original issue of the SB2, as applicable, are acceptable to comply with the requirements of paragraphs (1), (2) and (3) of this AD, as applicable, for that affected part (1 or 2).

Part(s) Installation:

- (5) For Group 1, Group 2 and Group 3 aeroplanes: From the effective date of this AD, do not install (see Note 1 of this AD) an affected part 1 or an affected part 2 on any aeroplane.

Note 1: Removal of an aileron from an aeroplane and subsequent reinstallation of that aileron on the same aeroplane, accomplished during a single maintenance visit, is not considered 'install' as specified in paragraph (5) of this AD.

Ref. Publications:

Dassault SB 7X-593 original issue dated 15 March 2023 including its ERRATUM dated 18 September 2023, Revision 1 dated 08 November 2023, and Revision 2 dated 17 January 2024.

Dassault SB 7X-594 original issue dated 15 March 2023, and Revision 1 dated 17 January 2024.

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 15 February 2024 as PAD 24-023 for consultation until 14 March 2024. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed ('zipped') file, attached to the record for this AD.
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) 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.

