Airworthiness Directive

AD No.: **2024-0224**

Issued: **26 November 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: 10 December 2024

TCDS Number(s): EASA.A.155

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Spoiler Electrical Control Unit – Replacement

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Manufacturer(s):
Dassault Aviation (Dassault)

Applicability:
Falcon 7X aeroplanes, all manufacturer serial numbers, including those that have embodied Dassault modification (mod) M1000 (commercially known as Falcon 8X).

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

The SB: Dassault Service Bulletin (SB) 7X-586.

Affected part: Any Spoiler Electrical Control Unit (SPECU) having Part Number (P/N) 051243-01, except those at Amdt C or at later configuration.

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

Groups: Group 1 aeroplanes are those which have an affected part installed.
Group 2 aeroplanes are those which do not have an affected part installed.

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Reason:

Occurrences of hydraulic leakage from the Spoiler Power Control Unit (SPPCU) have been reported in service. Relevant investigations determined that, following certain failures, the SPECU can deliver an untimely and permanent activation command to the SPPCU standby electrical pump, which can possibly result in overheating and significant hydraulic leakage of the unit.

This condition, if not corrected, could lead to further occurrences of equipment overheating and hydraulic leakage in the fuel equipment bay, possibly resulting, during ground operations, in uncontrolled fire in that area.

To address this potential unsafe condition, Dassault designed an improved SPECU, and issued the SB, providing instructions for replacement.

For the reason described above, this AD requires replacement of affected parts, and prohibits their (re)installation.

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:

Modification:

(1) For Group 1 aeroplanes: Within 2 400 flight hours or 38 months, whichever occurs first after the effective date of this AD, replace the affected part with a serviceable part in accordance with the instructions of the SB.

Part(s) Installation:

(2) For Group 1 and Group 2 aeroplanes: Do not install an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable (see Note 1 of this AD):

(2.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

Note 1: Removal of a SPECU from an aeroplane and subsequent reinstallation of that SPECU on the same aeroplane, accomplished during a single maintenance visit, is not considered ‘install’ as specified in paragraph (2) of this AD.

Ref. Publications:

Dassault SB 7X-586, original issue dated 05 September 2024, including related Erratum dated 16 October 2024.

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

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Remarks:

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

2. This AD was posted on 24 October 2024 as PAD 24-126 for consultation until 21 November 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.

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