EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0128R1 **[Correction 16 October 2014]** **Date: 02 July 2014** Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
DASSAULT AVIATION	Falcon 7X aeroplanes

TCDS Number:	EASA.A.155
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2013-0128 dated 17 June 2013.

ATA 32	**Landing Gear – Nose Wheel Steering – Airplane Flight Manual Change**
Manufacturer(s):	Dassault Aviation
Applicability:	Falcon 7X aeroplanes, all manufacturer serial numbers, except those that have embodied Dassault change M1398 in production.
Reason:	In 2013, a Falcon 7X aeroplane experienced a runway excursion during take-off. The results of the subsequent technical investigations accomplished by Dassault Aviation identified a failure of the nose landing gear (NLG) position feed-back assembly caused by an incorrect angle signal and resulting in un-commanded nose wheel deflection which could not be compensated by the pilot. This condition, if not detected and corrected, could lead to further similar events, which could result in damage to the aeroplane. To address this potential unsafe condition, pending the development of an assembly with improved design, Dassault Aviation developed an operational procedure, published as Change Proposal (CP) 076, for checking the condition of the nose wheel steering (NWS) position feed-back. This procedure has been incorporated into the applicable Electronic Check List (ECL). For the reasons described above, EASA issued EASA AD 2013-0128 to require incorporation of the new procedure into the Airplane Flight Manual (AFM) and an update of the ECL. After that AD was issued, Dassault Aviation developed an improved Landing Gear Steering Control Unit (LGSCU) Part Number (P/N) 10-247102-002 (or later) incorporated in production through modification M1398 or in service

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	through Service Bulletin (SB) 7X-297. The new LGSCU provides improved capability of NWS feedback monitoring and ensures a correct detection of the NWS angle offset. In addition, Dassault developed an alternative AFM procedure, published as CP087. EASA AD 2013-0128R1 was issued to introduce installation of the new LGSCU as an acceptable alternative method of compliance with operational procedures required by this AD. This AD is re-published to correct an erroneously listed Type Certificate Data Sheet (TCDS) reference.
Effective Date:	Revision 1: 02 July 2014 Original issue: 24 June 2013
Required Action(s) and Compliance Time(s):	Required as indicated, unless previously accomplished: Within 30 days after 24 June 2013 [the effective date of this AD at original issue] accomplish the actions as specified in paragraphs (1) and (2) of this AD: (1) Amend the applicable AFM DGT 105608 to incorporate the operational procedure as specified in Dassault Aviation CP 076. This can be accomplished by inserting a copy of CP076 into the applicable AFM. Inform all flight crews concerning this AFM change and, thereafter, operate the aeroplane accordingly. (2) Update the ECL to the version specified in Table 1 of this AD, as applicable, depending on the avionics standard installed on the aeroplane. Table 1 – ECL update **Avionics Standard** / **ECL version** Load 10 (Easy 1) / F7EZ V0014 Load 12 (Easy 2) / F7EZ V0015 (3) Amendment of the AFM DGT 105608 to incorporate Dassault Aviation CP087 is an acceptable alternative method to comply with the requirement of paragraph (1) of this AD. (4) Modification of an aeroplane in accordance with Dassault SB 7X-297 is an acceptable alternative method to comply with the requirements of paragraphs (1) and (2) of this AD.
Ref. Publications:	Dassault SB 7X-297 dated 23 June 2014. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD. Dassault Aviation F7X AFM DGT 105608 CP076. Dassault Aviation F7X AFM DGT 105608 CP087.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.

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	4. 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 / Fax: (33) 1 47 11 89 49 For USA, Canada and Mexico based operators: Help Desk: (1) 800-2FALCON (2325266) / Fax: (1) 201 541 4740 All other areas: Help Desk: (1) 201 541 4747 / Fax: (1) 201 541 4740 Email: technicalcenter@dassault-aviation.com.

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