# Airworthiness Directive

**AD No.:** **2023-0216**

**Issued:** **18 December 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 aeroplanes

Effective Date: 01 January 2024

TCDS Number(s): EASA.A.155

Foreign AD: Not applicable

Supersedure: None

## ATA 36 – Pneumatic – Bleed Air Leak Detectors – Operational Check

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**Manufacturer(s):**
Dassault Aviation (Dassault)

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

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

**The SB**: Dassault Service Bulletin (SB) 7X-572.

**Affected part**: Left-hand (LH) and right-hand (RH) pylon Bleed Air Leek Detectors (BALD), having Part Number (P/N) 04-90022-9100C (front) or P/N 04-90022-9250C (rear); except those which passed an operational check (no discrepancies found) in accordance with the instructions of section 2.C of the SB; and except those having a date of manufacture after 01 February 2021.

**Serviceable part**: LH and RH pylon BALD, which are not an affected part.

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

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The SB provides a list of aeroplanes (MSN) which have been delivered with an affected part installed.
An aeroplane having a MSN not listed in the SB, and on which the LH and RH pylon BALD have not been replaced in service, is Group 2. An aeroplane having a MSN not listed in the SB, and on which a pylon BALD was replaced in service with a BALD having a date of manufacture on or before 01 February 2021, is Group 1.

## Reason:

It has been determined that affected parts might be defective, due to wrong manufacturing processes and incomplete acceptance test procedures.

This condition, if not detected and corrected, could lead to undetected pylon overheat, possibly resulting in structural degradation or uncontrolled fire.

To address this potential unsafe condition, Dassault issued the SB to provide instructions for an operational check of the affected parts and corrective action.

For the reasons described above, this AD requires a one-time operational check of affected parts and, depending on findings, accomplishment of applicable corrective action(s). This AD also provides conditions for installation of RH and LH pylon BALD.

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

Required as indicated, unless accomplished previously:

**Operational Check:**

(1) For Group 1 aeroplanes: Within 100 months after the effective date of this AD, but not exceeding 8 780 flight hours since aeroplane first flight, accomplish an operational check of each affected part in accordance with the instructions of section 2.C of the SB.

**Corrective Action(s):**

(2) If, during the operational check as required by paragraph (1) of this AD, any discrepancy, as defined in the SB, is detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the SB.

**Part(s) Installation:**

(3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided that, before next flight after installation, it passes an operational check (no discrepancies found) in accordance with the instructions of section 2.C of the SB.

## Ref. Publications:

Dassault SB 7X-572 original issue dated 26 June 2023, including its ERRATUM dated 03 October 2023 and its ERRATUM dated 24 October 2023.

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 17 October 2023 as PAD 23-112 for consultation until 14 November 2023. 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 Command Centre:
   Mérignac, France: +33 5 56 18 47 47; commandcenter@dassault-aviation.com
   Teterboro, NJ USA: +1 201 541 47 47; commandcenter@dassaultfalconjet.com.

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