EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0195 **Date: 27 August 2013** 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].

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

TCDS Number :	EASA.A.062
Foreign AD :	Not Applicable
Supersedure :	None

ATA 27	**Flight Controls – Slats Control Manifold – Operational Test**
Manufacturer(s):	DASSAULT AVIATION
Applicability:	Falcon 7X aeroplanes, Manufacturer Serial Numbers from 2 to 101 inclusive, 105, 106, from 108 to 140 inclusive, from 142 to 148 inclusive, from 150 to 153 inclusive, 155, 156, 158, from 162 to 164 inclusive, 167, 169 and 173.
Reason:	During a ferry flight, the crew of a Falcon 7X aeroplane reported a Crew Alerting System Message "FCS – SLATS INB EXTEND FAIL" with associated fault code and root cause: "FCS SEC FCS fault / SFCI3 fault". The crew applied the applicable Aircraft Flight Manual procedure and the aeroplane landed uneventfully. The results of the manufacturer technical investigations concluded that the cause of this event was an inversion of the wiring in the slats control manifold (SCM). This condition, if not detected and corrected, could lead to un-commanded retraction of the median and outboard slats in flight, resulting in reduced control of the aeroplane. To address this potential unsafe condition, Dassault Aviation issued Service Bulletin (SB) F7X-244, with instructions for an operational test of the SCM. For the reasons described above, this AD requires an operational test of the SCM and, depending on findings, accomplishment of the applicable corrective actions.
Effective Date:	10 September 2013

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Required Action(s) and Compliance Time(s):	Required as indicated, unless previously accomplished: (1) Within 600 flight hours or 9 months, whichever occurs first after the effective date of this AD, accomplish an operational test of the SCM in accordance with the instructions of Dassault Aviation SB F7X-244. (2) If the SCM fails the operational test as required by paragraph (1) of this AD, before next flight, replace the affected SCM with a serviceable part in accordance with the instructions of Dassault Aviation SB F7X-244.
Ref. Publications:	Dassault Aviation SB F7X-244 dated 14 February 2013. The use of later approved revisions of this document 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 08 July 2013 as PAD 13-094 for consultation until 05 August 2013 and republished on 09 July 2013 as PAD 13-094R1. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 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 • 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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