Civil Aviation Administration of China (CAAC)

Aircraft Evaluation Group (AEG)

Aircraft Evaluation Report

Falcon 7X Series

Rev. 2 **Date: March 25，2019**

Manufacturer: Dassault Aviation

Revision Record & Approval

No.	Section	Highlight	Date	Prepare	Review	Approve
Initial	All	Including the conclusion of original evaluation in January 2010 and evaluation for EFVS plus 3 options of CRA modification in October 2011.	Dec. 30, 2011	XUE Shijun	XUE Shijun	JIN Yibin
Revision 1	Section 1、5、6	Section 1: to include pilot qualification for EASy II. Section 5: to include EASy II ATC data link record compliance. Section 6: to include Flightcrew Sleeping Quarter M-OPT-655 and EFB.	May 16, 2013	XUE Shijun	XUE Shijun	ZHOU Kaixuan
Revision 2	All	To include the new variant F8X (F7X-M1000) with EASy III. Update to new report format and adding Maintenance Personnel Qualification Specification (MPQS), OEM Product Support Information.	Mar. 25, 2019	WANG Jin	XUE Shijun	ZHU Tao

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Foreword

The Falcon 7X series are a maximum 22 occupants including a minimum crew of two, fly-by-wire, tri-jet, long range, transport category airplane developed by Dassault Aviation. The variants of F7X are the following:

- Falcon 7X
- Falcon 8X=F7X + EASY III (M1254) + M1000 change Package

Note: The introduction of the fuselage stretch modification M1000, for which the avionics EASyIII modification M1254 is a precondition, has the commercial designation "Falcon 8X". This modification is applicable for all Falcon 7X models from S/N 401 and ongoing.

The Falcon 7X is originally type certified by European Aviation Safety Agency (EASA).

The Falcon 7X aircraft was evaluated by CAAC AEG in January of 2010 at first. The individual CAAC AEG validation and approval letters for Falcon 7X (AEG-F7X-2010001 to 2010006) were issued in January of 2010.

In October of 2011, the operational suitability of Enhanced Flight Vision System (EFVS) installed on Falcon 7X was evaluated by CAAC AEG. The initial version of this report was issued in December of 2011, which covers all the previous CAAC AEG determination and the previous individual validation and approval letters were cancelled.

In April of 2013, CAAC AEG conducted supplemental evaluation on Falcon 7X for EASy II (M 1122), EFB (DO031, DO037) and Flight crew Sleeping Quarters and Rest Facilities (M-OPT 655) modification. Revision 1 of this report was composed after CAAC AEG supplemental evaluation.

Note: *EASy is Enhanced Avionics System.*

In October of 2018, CAAC AEG conducted supplemental evaluation on Falcon 8X, Flight crew Sleeping Quarters (M-OPT0837/879/957/986/838) and FalconEye Mark 1.0 (M-OPT0730/0731) and FalconEye Mark 1 for 8X (M-OPT0734/0735). Revision 2 of this report was composed based on the conclusions of above CAAC AEG supplemental evaluation.

Section 1: Operational Information Related to Aircraft Type Design

1.1 Statement and Explanation:

This section includes the operation related information for Falcon 7X Series airplane mainly based on the following documents issued or approved by EASA and validated (or to be validated) by CAAC:

- EASA Type Certificate Data Sheet (TCDS) No. EASA.A.155, Issue12, July 16, 2018
- Dassault Falcon 7X Airplane Flight Manual: DGT-105608, Revision 23, April 30, 2018
- Dassault Falcon 8X Airplane Flight Manual: DGT-147681, Revision 2, October 06, 2017

The information is provided as an aid to support operation approval but should not be considered operation approval. If operator is required to show compliance, it remains the responsibility of the Principal Inspector (PI) for operator to approve the appropriate operation.

When the aircraft configuration differs from the above stated airworthiness approval, it is the responsibility of the operator and its Principal Inspector (PI) to evaluate those differences and develop the compliance to the relevant requirements.

1.2 Falcon 7X

(1) General Information

Item		Type Related Information
1.1	Category	Transport Category Airplane
1.2	Dimensions	o Length: 23.38 m o Span: 26.21 m o Height: 7.93 m o Gross wing area: 70.7 m²
1.3	Engines	Three (3) Pratt & Whiney Canada Corp. Turbofan Engines PW307A
1.4	APU	APU model 36-150 [FN], from Honeywell (Allied Signal)
1.5	Propellers	N/A
1.6	Maximum Operating Altitude	Maximum operating altitude is 15544 m (51000 ft).
1.7	Approach category	Category C
1.8	Certified Weights Limitation	o MTOW: 70000 lbs o MLW: 62400 lbs o MZFW: 41000 lbs
1.9	Minimum Flight Crew	Two (2): Pilot and Co-pilot
1.10	Maximum Occupants	Up to 22: 2 pilots +1 crew (third crew member seat authorized for take-off and landing in the cockpit or crew rest area) + up to 19 passenger seats
1.11	Maximum Baggage / Cargo Loads	Class B. Maximum allowable loads Baggage compartment: not to exceed 300 kg per square meter.
1.12	Serial Numbers Eligibility	s/n 001 to 400

(2) Kind of Operation

Item		Information
2.1	Visual Flight Rules (VFR)	Approved as basic type design
2.2	Instrument Flight Rules (IFR)	Approved as basic type design
2.3	Night and over-the-top	Approved as basic type design
2.4	Icing conditions	Approved as basic type design
2.5	Extended Overwater Operation	Ditching approved as basic type design.
2.6	Extended Range	N/A

Item		Information
	Operation	

(3) Communication, Navigation and Surveillance

Item		Information
3.1	ATC transponder	The aircraft is equipped with dual SSR Mode S Enhanced Surveillance
3.2	Data Link Communication	Data Link Communications includes ATN B1 and FANS 1A.
3.3	Satellite Communication (SATCOM)	One Satellite Communication (SATCOM) system installed.
3.4	RVSM	Approved as basic type design
3.5	Performance Based Navigation	• IFR OCEANIC / RNP 10 / NAT-MNPS • B-RNAV / RNP 5 • RNP 4 OCEANIC AND REMOTE AIRSPACES (a/c installed with EASY II M1122 or subsequent EASy versions) • RNP 2 OCEANIC AND REMOTE AIRSPACES (a/c installed with EASY II M1122 or subsequent EASy versions) • RNP 1 / RNP 2 TERMINAL AND EN ROUTE (a/c installed with EASY II M1122 or subsequent EASy versions) • P-RNAV (JAA TGL-10) • AC 90-100A US TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS
3.6	Low visibility operation	The aircraft is certified for automatic Category II minima, and EFVS 100 ft operational credit
3.7	Weather radar	The aircraft is equipped with a weather radar
3.8	Terrain awareness and warning system （TAWS）	The aircraft is equipped with a TAWS
3.9	Traffic Alert and Collision Avoidance equipment	The aircraft is equipped with a TCAS
3.10	Low altitude windshear system equipment	The aircraft is equipped with Low altitude windshear system equipment
3.11	ADS-B	The aircraft is equipped with ADS-B Out
3.12	HUD	The aircraft is equipped with an optional HUD

(4) Recording Equipment

Item		Information
4.1	Flight recorder	The aircraft is equipped with a data recording system that is able to record flight data. The data is recorded in a digital recorder using crash-protected solid state memories. The aircraft is equipped with a Cockpit Voice Recorder (CVR), CVR provides recording capability for voice communication, cockpit ambient noise and ATC data link. Note: Two Combi FDR and CVR are installed.
4.2	Quick Access Recorder	The aircraft is equipped with an optional QAR

1.3 Falcon 8X

(1) General Information

Item		Type Related Information
1.1	Category	Transport Category Airplane
1.2	Dimensions	o Length: 24.46 m o Span: 26.28 m o Height: 7.93 m o Gross wing area: 70.7 m²
1.3	Engines	Three (3) Pratt & Whiney Canada Corp. Turbofan Engines PW307D
1.4	APU	APU model 36-150 [FN], from Honeywell (Allied Signal)
1.5	Propellers	N/A
1.6	Maximum Operating Altitude	Maximum operating altitude is 15544 m (51000 ft).
1.7	Approach category	Category C
1.8	Certified Weights Limitation	o MTOW: 73000 lbs o MLW: 62400 lbs o MZFW: 41000 lbs
1.9	Minimum Flight Crew	Two (2): Pilot and Co-pilot
1.10	Maximum Occupants	Up to 22: 2 pilots +1 crew (third crew member seat authorized for take-off and landing in the cockpit or crew rest area) + up to 19 passenger seats
1.11	Maximum Baggage / Cargo Loads	Class B. Maximum allowable loads Baggage compartment: not to exceed 300 kg per square meter.
1.12	Serial Numbers Eligibility	Aircraft with M1000: s/n 401 and ongoing

(2) Kind of Operation

Item		Information
2.1	Visual Flight Rules (VFR)	Approved as basic type design
2.2	Instrument Flight Rules (IFR)	Approved as basic type design
2.3	Night and over-the-top	Approved as basic type design
2.4	Icing conditions	Approved as basic type design
2.5	Extended Overwater Operation	Ditching approved as basic type design.
2.6	Extended Range Operation	N/A

(3) Communication, Navigation and Surveillance

Item		Information
3.1	ATC transponder	The aircraft is equipped with dual SSR Mode S Enhanced Surveillance
3.2	Data Link Communication	Data Link Communications includes ATN B1 and FANS 1A.
3.3	Satellite Communication (SATCOM)	One Satellite Communication (SATCOM) system installed.
3.4	RVSM	Approved as basic type design
3.5	Performance Based Navigation	• IFR OCEANIC / RNP 10 / NAT-MNPS • B-RNAV / RNP 5 • RNP 4 OCEANIC AND REMOTE AIRSPACES (a/c installed with EASY II M1122 or subsequent EASy versions) • RNP 2 OCEANIC AND REMOTE AIRSPACES (a/c installed with EASY II M1122 or subsequent EASy versions) • RNP 1 / RNP 2 TERMINAL AND EN ROUTE (a/c installed with EASY II M1122 or subsequent EASy versions) • P-RNAV (JAA TGL-10) • AC 90-100A US TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS
3.6	Low visibility operation	The aircraft is certified for automatic Category II minima, and EFVS 100 ft operational credit
3.7	Weather radar	The aircraft is equipped with a weather radar

Item		Information
3.8	Terrain awareness and warning system （TAWS）	The aircraft is equipped with a TAWS
3.9	Traffic Alert and Collision Avoidance equipment	The aircraft is equipped with a TCAS
3.10	Low altitude windshear system equipment	The aircraft is equipped with Low altitude windshear system equipment
3.11	ADS-B	The aircraft is equipped with ADS-B Out
3.12	HUD	The aircraft is equipped with an optional HUD

(4) Recording Equipment

Item		Information
4.1	Flight recorder	The aircraft is equipped with a data recording system that is able to record flight data. The data is recorded in a digital recorder using crash-protected solid state memories. The aircraft is equipped with a Cockpit Voice Recorder (CVR), CVR provides recording capability for voice communication, cockpit ambient noise and ATC data link. Note : Two Combi FDR and CVR are installed.
4.2	Quick Access Recorder	The aircraft is equipped with an optional QAR

Section 2: Pilot Qualification Specification

2.1 Statement and Explanation

This section is the formal notification that CAAC AEG has conducted Pilot Qualification Specification (PQS) evaluation for Falcon 7X series airplane based on the EASA approved document *F7X variants Operational Suitability Manual – Flight Crew (OSM-FC)* which replaces and supersedes the former "EASA OEB report".

Hereby, the provisions in this section can be used, as the basis, by Chinese operators to develop their pilot qualification and training program for above airplane.

Alternate means of compliance to the requirements of CCAR 61, 91, 135, other than as specified in the provisions of this section, must be approved by Flight Standards Department of CAAC. If alternate compliance is sought, operators will be required to establish that proposed alternate means provide an equivalent level of safety to the provisions of this section, and analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

2.2 Pilot Type Rating and Licence Endorsement

Upon the AEG evaluation, the Pilot Type Rating for Falcon 7X series is listed as following:

Manufacturer	Aircraft Type	Pilot Type Rating
Dassault Aviation	Falcon 7X	DA-7X
	Falcon 8X	

License endorsement:

"DA-7X" is the type rating designation for getting a type rating from Falcon 7X series airplane.

2.3 ODR and MDR

Operator Difference Requirement (ODR) and Master Difference Requirement (MDR) tables for Falcon 7X have been given as following:

Sample Operator Difference Requirements (ODR) tables

From airplane	To airplane	Dassault Aviation sample ODR table reference
F7X EASy I	F7X EASy II	DGAC12DSOF142 Issue 4
F7X EASy II	F8X EASy III	DGAC13DSOF198 Issue 4
F8X EASy III	F7X EASy II	

MDR Table

		FROM AIRPLANE	
		Falcon 7X	Falcon 8X
TO AIRPLANE	Falcon 7X	N/A	B / A / B #
	Falcon 8X	B / A / B #	N/A

Falcon 7X with EASy II

Note1: *The difference level from F7X EASy I to F7X EASy II is* D / A / B.

Note2： *The differences training course is valid from the F7X EASy I to the F7X EASy II (modified with M1122 / M1401 / M1341) for crewmembers previously qualified on the F7X EASy I.*

Note3： *Dassault Aviation has not provided yet any OSD-FC Data for F7X EASy II variant to F7X EASy I variant.*

Note4: *ODR tables are available by request to Dassault Aviation.*

2.4 Specification for Training

The Type Rating Training Syllabus for Falcon 7X proposed by Dassault Aviation is provided in following Dassault Aviation Specifications, and has to be considered as a minimum:

- *F7X variants* ***Operational Suitability Manual – Flight Crew（OSM-FC）****, Document No.: DGT148654*

Note 1: *OSM-FC include the training syllabus of initial F7X EASy I, initial F7X EASy II, initial F8X EASy III and difference syllabus of F7X - EASy I TO EASy II, F7X EASy II TO F8X, F8X TO F7X EASy II.*

Note2: *The Training Areas of Special Emphasis for Pilots (TASEp) that are identified in the OSM-FC.*

Note 3: *The Specific Operations data are identified in the OSM-FC if the operator intends to operate the specific operations such as HUD or EVS.*

- *For Falcon 7X, the Head-Up Guidance System of Rockwell-Collins HGS 5860 is installed as an optional modification (Definite as Document M-OPT002), and is only certified for manual or automatic CAT I operations and for monitoring automatic CAT II operations.*
- *And the Rockwell-Collins HGS 5860 with EFVS (Enhanced Flight Vision System) is installed as an optional modification (Definite as Document M-OPT0017) for Falcon 7X.*
- *For Falcon 8X, the FalconEye System is already certified as an optional modification. The current certified system included Mark1.0 (M-OPT0730: HUD / SVS and M-OPT0731: EFVS / CVS) and Mark1 (M-OPT0734: HUD / SVS and M-OPT0735:*

EFVS / CVS).

Note 4: *For the configuration differences or the Airplane options, it is the operator's responsibility to compare the detail differences based on their actual configurations.*

Note 5: *Above OSM-FC can be available upon request to Dassault Aviation and always made available on the Dassault Aviation Web portal at its latest revision, or through a Change Project (CP) number bearing the same reference as the related manual.*

2.5 Specification for Checking

As required by CCAR Part 61 and 135.

2.6 Specification for Currency

As required by CCAR Part 61 and 135.
General rules for currency can be reference the OSM-FC.

2.7 Specification for Flight Simulation Training Devices

As qualified per CCAR Part 60.

Section 3: Maintenance Personnel Qualification Specification

3.1 Statement and Explanation

This section is the formal notification that the CAAC AEG has conducted Maintenance Personnel Qualification Specification (MPQS) Evaluation for Falcon 7X series airplanes based on the EASA approved document *F7X variants Operational Suitability Manual – Maintenance Certifying Staff (OSM-MCS).*

Thus, the provisions in this section can be used, as the basis, by Chinese operators to develop their maintenance personnel qualification and training program for above airplanes.

Alternate means of compliance other than specified in the provisions of this section must be approved by Flight Standards Department of the CAAC.

3.2 Maintenance Personnel License Endorsement

Upon the AEG evaluation, the maintenance license endorsement for 7X variants airplanes is listed as follows:

Manufacturer	Aircraft Type	Licence Endorsement
Dassault Aviation	Falcon 7X	Falcon 7X
	Falcon 8X	

License endorsement:

" Falcon 7X " is the type endorsement for any Falcon 7X series airplanes as stated above, but in case of different engine installation, the specific engine type should be shown in training certificate. This Licence Endorsement is valid for the Falcon 8X provided the licence holder has performed a training course covering the M1000 modification.

3.3 Specification for Training

The maintenance training specification document proposed by Dassault Aviation for Falcon 7X and variants are as follows, and it has to be considered as a baseline for operators and training provider in developing their maintenance training program:

- *F7X variants **Operational Suitability Manual – Maintenance Certifying Staff (OSM-MCS)**, Doc. No.: DGT153370*

***Note 1:** OSM-MCS include the initial F7X, initial F8X and difference syllabus from F7X to F8X (F7X with M1000).*

***Note2:** The Maintenance Area of Specific Emphasis (MASE) maintenance aspects that are identified in the OSM-MCS.*

***Note 3:** For the configuration differences or the Airplane options, it is the operator's responsibility to compare the detail differences based on their actual configurations.*

***Note 4:** Above OSM-MCS can be available upon request to Dassault Aviation and always made available on the Dassault Aviation Web portal at its latest revision, or through a Change Project (CP) number bearing the same reference as the related manual.*

Section 4: Master Minimum Equipment List

4.1 Statement and Explanation

This section is the formal notification that CAAC AEG has conducted Master Minimum Equipment List (MMEL) evaluation for Falcon 7X series airplane based on EASA MMEL approval process, and concluded the acceptance of the following EASA approved MMEL:

- **FALCON 7X/8X Operational Suitability Manual – Master Minimum Equipment List**
  （Document No.：DGT106042）

Note 1: *According to EASA policy, approval of revisions to above MMEL may both by EASA directly or by Dassault Aviation under DOA privilege.*

Note 2: *In addition,* ***FALCON 7X/8X Maintenance and Operating Procedures for MMEL*** *(Document Number: DGT106044) was developed by Dassault Aviation to support the use of above MMEL.*

Hereby, the above MMEL and its future revisions approved by EASA or Dassault Aviation DOA can be used, as the basis, by Chinese operators to develop their Minimum Equipment List (MEL) for above aircraft.

Find EASA Approved MMEL here:

Above OSM-MMEL can be available upon request to Dassault Aviation and always made available on the Dassault Aviation Web portal at its latest revision, or through a Change Project (CP) number bearing the same reference as the related manual.

4.2 CAAC Supplemental

Not applicable.

Section 5: Scheduled Maintenance Requirements

5.1 Statement and Explanation

This section is the formal notification that CAAC AEG has conducted Scheduled Maintenance Requirements (SMR) evaluation for Falcon 7X series airplane based on the ***Falcon 7X/8X Scheduled Maintenance Information (SMI)*** report (Document No.: DGSM-DIS 249336) developed by Dassault Aviation in accordance with ICA/SMI process approved by EASA, which outlines the initial minimum maintenance requirements to be used in the development of an approved operator's maintenance program for the airframe, engines, systems and components.

Hereby, the above document and its future revisions can be used, as the basis, by Chinese operators to schedule their maintenance checks or develop their maintenance program for above aircraft.

SMI report distribution:

Above SMI report can be available upon request to Dassault Aviation.

5.2 CAAC Supplemental

Not applicable.

Section 6: Operational and Continued Airworthiness Instructions

6.1 Statement and Explanation:

This section is the formal notification that CAAC AEG has conducted evaluation of the operational and continued airworthiness instructions for Falcon 7X series airplane based on the relevant policies and procedures of Dassault Aviation.

Hereby, the Operational & Continued Airworthiness Instructions document listed in the attachment was found acceptable by CAAC AEG, and will give the necessary guidance for properly operating and maintaining the Falcon 7X airplane within the approved operating conditions and limitations.

This acceptance may not assure the accuracy and applicability of the content in each document, it is the aircraft owner's or operator's responsibility to report any defect or discrepancy in the documents to the aircraft manufacturer, or report to CAAC AEG by mail box: aeg@caac.gov.cn.

Operational & Continued Airworthiness Instructions distribution:

By Dassault Aviation by Paper, CD/DVD and also available in website.

6.2 List of Operational and Continued Airworthiness Instructions

Manual	Reference No.	Description	Revision/Date
CODDE1	DGT97831 (F7X)	Crew Operational Documentation for Dassault EASy: Airplane description	As revised
	DGT 147684 (F8X)		As revised
CODDE2	DGT105609 (F7X)	Crew Operational Documentation for Dassault EASy: Operations manual	As revised
	DGT 147685(F8X)		As revised
CODDE3	DGT105610 (F7X)	Crew Operational Documentation for Dassault EASy: QRH1: Limitations, Normal procedures, Special Procedures, Performance, Flight Planning	As revised
	DGT 147686 (F8X)		As revised
	DGT105611 (F7X)	Crew Operational Documentation for Dassault EASy: QRH2: abnormal and emergency procedures	As revised
	DGT 147687(F8X)		As revised
M&O for MMEL	DGT 106044 (F7X & F8X)	Maintenance and Operating Procedures for MMEL	As revised
	DGT 112614 (F7X)	Performance Manual	As revised
	DGT 779 (F7X)	Ground Servicing	As revised
	DGSM 151457 (F8X)		
	DGT 108840 (F7X)	Loading	As revised
	DGT 147688 (F8X)		
	DGT107838 (F7X & F8X)	Maintenance Manual: Airworthiness Limitations Chapter 5-40	As revised
	DGT 125953 (F7X)	Maintenance Manual: MPD Chapter 5 Recommended Maintenance schedules and T.B.O	As revised
	DGSM 151456 (F8X)		
AMM	Non	Aircraft Maintenance Manual	As revised
FIM	Non	Fault Isolation Manual	As revised
IPC	Non	Illustrated Parts Catalog	As revised
WDM	DGT 90334	Wiring Diagram Manual	As revised
SRM	Non	Structure Repair Manual	As revised
TEM	Non	Tool Equipment Manual	As revised
CMM	Non	Component Maintenance Manual	As revised

Note1: *The acceptance of above manuals is not affected by document reference numbers changed due to customization.*

Note 2: *The following documents were approved during the type certification process, and must be followed by Chinese operators for operation and maintenance within approved limitations:*

- *Airplane Flight Manual (AFM), including Configuration Deviation List.*
- *Airworthiness Limitations Section (ALS) including Certification Maintenance*

Requirements, Fatigue And Damage Tolerance Airworthiness Limitations，Safe Life Airworthiness Limitation.

- *Structural Repair Manual (SRM).*

Section 7: Other Evaluation Items

7.1 Forward Observer Seat

Based on the supporting analysis documents provided by Dassault Aviation and reference to the determination made by the FAA, CAAC AEG concluded that the Forward Observer's Seat of Falcon 7X referred to as the "Third Crew Member Seat" is considered to have met the requirements of AC-121-28.

Modifications to the above facilities from the original specifications will need approval by the responsible Principle Inspector (PI) of CAAC, additional analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

7.2 Flight Crew Sleeping Quarters

Based on the supporting analysis documents provided by Dassault Aviation and reference to the determination made by the FAA, CAAC AEG concluded that the Crew Rest Area (CRA) (optional installations definite as Document M-OPT-0037, M-OPT-0063, M-OPT-0506, M-OPT-0664, M-OPT-317, M-OPT-325, M-OPT-359, M-OPT-393 and M-OPT-655, M-OPT0837, M-OPT0879, M-OPT 957, M-OPT 986, M-OPT 838) is considered to have met the requirements of AC-121-008, however specific operational approval for an operator to use the CRA is still required, and following requirements should be considered:

(1) The operator's crew is trained on how to use and configure the crew rest area (when applicable).

(2) Placards installed on aircraft explain to the crew how to use the CRA.

Modifications to the above facilities from the original specifications will need approval by the responsible Principle Inspector (PI) of CAAC, additional analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

7.3 Electronic Flight Bag (EFB)

7.3.1 Electronic Check List (ECL) and Jeppesen Chart in Multi-functions Display Units (MDU)

Although ECL and Jeppesen Chart is the typical EFB application, they are airworthiness approved as the basic options of EASy avionic functions for Falcon 7X. Therefore, CAAC AEG consider it can be used by Chinese operators for operational use provided:

(1) For ECL normal procedures customization: Dassault Aviation Guidance "General Rules -

Guidance for Customizing Normal Procedures" (document reference DGAC-07-DOT-097) is followed.

(2) For Jeppesen Chart: Update the data base of Electronic Jeppesen Charts as required by maintenance task TASK 45-90-00-860-801.

Note: *Document DGAC-07-DOT-097 is available at Dassault Aviation upon request.*

7.3.2 Installed EFB (CMC CMA-1100)

This paragraph is the formal statement that CAAC AEG has evaluated the Class 2 Electronic Flight Bag (EFB) – CMC CMA-1100 with Jeppesen TC chart, Electronic Performance Module (EPM)- Cruise Performance Calculations application of Falcon 7X, based on the EASA OEB Report for DASSAULT AVIATION CLASS 2 EFB FOR EASy COCKPIT, and concluded that the compliance, at the manufacturer level, of CMC CMA-1100 is met for operational use provided:

(1) CMC CMA-1100 is installed per Dassault Aviation optional modification DO031.

(2) Dassault Aviation EFB Master Policy document (DGT 124704) and EFB Training Specifications document (DGT123081) are followed.

Modifications to either the software or hardware from the original specifications will need re-approval by Flight Standards Department of CAAC, additional analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

Note 1: *The primary use of the EFB system is to provide a backup to the EASy charting system that forms part of the EASy cockpit concept, but the system may be used as a standalone system in the absence of the EASy charting system.*

Note 2: *Document mentioned above are available at Dassault Aviation upon request.*

Note 3: *Class 2 EFB CMC CMA-1100 is considered as* ***Installed EFB*** *according to CAAC new definition.*

7.3.3 Portable EFB (iPad 2 used in specific conditions)

This paragraph is the formal statement that CAAC AEG has evaluated the Portable Electronic Flight Bag (EFB) – iPad 2 (models A1395 and A1396, iOS versions 5.x) with Jeppesen Mobile TC iOS application (version 1.2) and Jeppesen Mobile FD iOS application (version 1.0) of Falcon 7X, based on the EASA OEB Interim Report for DASSAULT AVIATION iPad Class 1 EFB with charts applications in Dassault EASy Cockpit, and concluded that the compliance, at the manufacturer level, of iPad 2 (models A1395 and A1396, iOS versions 5.x) is met for operational use provided:

(1) iPad 2 is installed per Dassault Aviation optional modification DO037.

(2) Dassault Aviation EFB Master Policy document (DGT 130208) and EFB Training Specifications document (DGT123081) are followed.

Modifications to either the software or hardware from the original specifications will need re-approval by Flight Standards Department of CAAC, additional analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

Note 1: *Jeppesen Mobile TC iOS application (version 1.2), as a backup of the Jeppesen terminal charts applications of EASy (in replacement of the current paper backup). Jeppesen Mobile FD iOS application (version 1.0), with terminal charts as a backup of the EASy application, and with en-route charts and airway manuals used as primary means with FMS as a backup.*

Note 2: *Document mentioned above are available at Dassault Aviation upon request.*

Note 3: *Class 1 EFB iPad is considered as* ***Portable EFB*** *according to CAAC new definition.*

7.4 Emergency Evacuation Demonstration

Not applicable.

Section 8: OEM Product Support Information

8.1 Flight Training

No OEM flight training organization.

Depending of the variants, here below are the Falcon pilot training centers available:

- CAE Simuflite (EASA approval number UK/ATO-0234): Falcon 7X variant only
  - NETC, Morristown, USA (NJ)
  - UKTC, Burgess Hill, UK
  - ECFT, Dubai, UAE
- FlightSafety International (EASA approval number EASA.ATO.0012): Falcon 7X and Falcon 8X variants
  - Le Bourget, France
  - Dallas, USA (TX)

8.2 Maintenance Training

No OEM maintenance training organization.

Depending of the maintenance training, here below are the Falcon maintenance training centers available:

- CAE Simuflite (CAAC approval number F.147.0010003): Falcon 7X variant only
  - DFW, Dallas, USA (TX)
  - NETC, Morristown, USA (NJ)
  - CAE Mérignac, France
  - Sao Paulo, Brazil
  - Basel, Switzerland
- FlightSafety International (CAAC approval number F.147.0010002): Falcon 7X and Falcon 8X variants
  - Le Bourget, France
  - Dallas, USA (TX)

8.3 Technical Publication

Dassault Aviation makes available, upon subscription, operational documents, ICAs and SBs (as amended) directly to operators by Hardcopy, USB Key, or Web access (depending on the document).

8.4 First Aircraft Deliver Support

Dassault Aviation provides Recommended Spare Parts List, Recommended Tool and Equipment List for

first delivery, and following operation support may be provided by contacting the following:

- E-mail address falconpilot@dassault-aviation.com or ATOFALCON@dassault-aviation.com for Supervision flight to support setup operation experience for Pilot-In-Command as required by CCAR §135.245.
- E-mail address Dassaulttrainingacademy@dassault-aviation.com for Onsite technical support for applying exemption of aircraft type maintenance experience as required by CCAR §66.15.
- E-mail address Dafsorders@dassault-aviation.com for spare parts.

8.5 Maintenance Support

Dassault Aviation has established OEM's maintenance organization and Falcon Service Network include following Dassault Owned Service Facilities:

- DAS Little Rock, AR
- DAS Reno, NV
- DAS Sorocaba, Brazil
- DAS Wilmington, DE
- DFS Le Bourget, France
- DFS Bordeaux - Mérignac, France

8.6 Quick Response of Service Issues

Dassault Aviation has quick response center for handle services issues:

- For operational assistance, use the e-mail address falconpilot@dassault-aviation.com
- For maintenance / troubleshooting assistance, use the e-mail addresses commandcenter@falconjet.com or commandcenter@dassault-aviation.com

Appendix: CAAC AEG Team and Point of Contact

A.1: CAAC AEG Team (Initial Evaluation, 2010):

Capt. ZHU Tao	Deputy Director, Transportation Flight Standards Division, Flight Standards Department
Mr. LI Chunsheng	Engineer, AEG Office of Civil Aviation Science and Technology Center
Mr. ZHANG Lei	Engineer, AEG Office of Civil Aviation Science and Technology Center
Mr. XIE Baoliang	Deputy Director, AEG Office of Shanghai Aircraft Airworthiness Certification Center
Mr. BAO Jianbo	Engineer, AEG Office of Shanghai Aircraft Airworthiness Certification Center

A.2: CAAC AEG Team (EFVS Evaluation, 2011):

Mr. XUE Shijun	Director, Aircraft Evaluation Division, Flight Standards Department
Capt. CHEN Zhihua	Deputy Director, AEG Office of Civil Aviation Science and Technology Center
Capt. ZHAO Zhiqiang	Test Pilot, Shanghai Aircraft Airworthiness Certification Center

A.3: CAAC AEG Team (EASy II, EFB Evaluation, 2013):

Mr. ZHOU Kaixuan	Deputy Director General, Flight Standards Department
Mr. XUE Shijun	Director, Aircraft Evaluation Division, Flight Standards Department
Capt. CHEN Zhihua	Deputy Director, AEG Office of Civil Aviation Science and Technology Center

A.4:CAAC AEG Team (F8X, 2018)

Mr. XUE Shijun	Deputy Director General, Flight Standards Department
Mr. WANG Jin	Director, AEG Office of Civil Aviation Science and Technology Center
Mr. MA Xin	Deputy Director, AEG Division, Flight Standards Department

B.1: Dassault Aviation Point of Contact (Initial Evaluation, 2010):

Mr. Louis HUCHEZ	Direction Générale Technique / Direction Technique Certification DGT/DTC-CER – Falcon Operational Suitability Engineer

B.2: Dassault Aviation Point of Contact (EFVS Evaluation, 2011):

Mr. Louis HUCHEZ	Direction Générale Technique / Direction Technique Certification DGT/DTC-CER – Falcon Operational Suitability Engineer

B.3: Dassault Aviation Point of Contact (EASy II, EFB Evaluation, 2013):

Mr. Louis HUCHEZ	Direction Générale Technique / Direction Technique Certification DGT/DTC-CER – Falcon Operational Suitability Engineer

B.4: Dassault Aviation Point of Contact (F8X, 2018):

Mr. Laurent FRANZONI	Falcon 7X Senior Certification Program Manager
Mr. Louis HUCHEZ	Direction Générale Technique / Direction Technique Certification DGT/DTC-SCO – Falcon Operational Suitability Engineer