EFB CMA-1310 – Battery Swelling

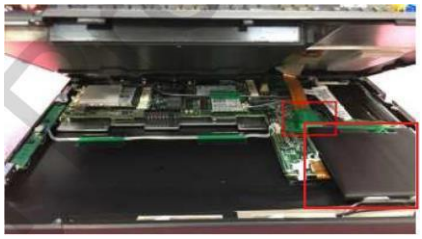
ATA 46 - INFORMATION SYSTEMS

F10	Falcon 20		F200	Falcon 50		Falcon 900					Falcon 2000							Falcon 7X		6X
		-5			EX		EX	EASy	DX	LX		EX	EASy	DX	LX	S	LXS	✓	8X	

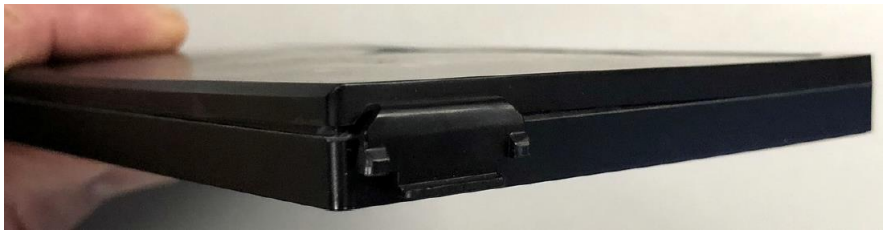
Revision	Date	Description
0	Jan 09, 2023	Original Publication
1	Feb 05, 2024	Availability of SB, release of EASA PAD
2	Mar 20, 2024	Release of EASA AD 2024-0072
3	Sep 10, 2024	Release of FAA NPRM 2024-2022
4	Apr 07, 2025	Release of FAA AD 2025-06-05

Occurrences of swelling of the CMA-1310 PilotView® EDU (Electronic Display Unit) lithium-polymer batteries have been reported.

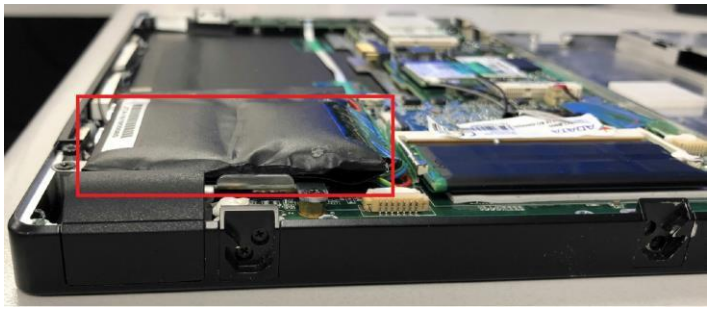
The EFB CMA-1310 has two lithium-polymer battery packs : one external removable pack, and one internal backup battery.



External battery swelling can be observed with visible deformation of the unit.



Internal battery swelling can damage the unit touchscreen or dislodge the LCD from the unit.



To prevent such situation Dassault Aviation has developed Service Bulletins 7X-632, F2000EX-507 and F900EX-614 to remove the internal battery from the EDU.

EASA has published the attached Airworthiness Directive AD 2024-0072 which mandates the compliance with the relevant Dassault Service Bulletins no later than within 12 months or 800 flight hours, whichever occurs first after the effective date of this AD (29 March 2024).
These Service Bulletins are available on the Falcon Portal and recommended to be complied with at the next Maintenance visit without waiting for the EASA AD compliance time or waiting for a similar Airworthiness Directive in the country of registration of your aircraft.

FAA has published the attached Airworthiness Directive AD 2025-06-05 which mandates the compliance with the relevant Dassault Service Bulletins no later than within 12 months or 800 flight hours, whichever occurs first after the effective date of this AD (02 May 2025).

Pending the compliance with these Service Bulletins, **the use and the charge of a CMA-1310 EFB with a swollen battery is prohibited.**
And the following instructions are recommended:

- Check the CMA-1310 EFB for visible signs of swelling before each flight.
- If a swollen battery is detected before the flight, shut the EFB down and remove it from the aircraft as soon as possible.
- If a swollen battery is detected in flight, shut the EFB down, remove it from the cockpit and if necessary perform the CODDE 2 / QRH 2 – Specific Emergency Situations - PED IN COCKPIT – THERMAL RUNAWAY procedure.

To prevent swelling, charge the EFB at least every 3 months. If the EFB has not been charged for three months or more, attempt to charge it on ground outside the aircraft. During and after the charge, check for possible swelling. Note that the external battery can be replaced per AMM task 46-20-02-720-801.

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European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2024-0072

Issued: 15 March 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 900EX, Falcon 2000EX and Falcon 7X aeroplanes

Effective Date:	29 March 2024
TCDS Number(s):	EASA.A.008, EASA.A.062 and EASA.A.155
Foreign AD:	Not applicable
Supersedure:	None

ATA 46 – Information Systems – Electronic Display Unit – Replacement

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Manufacturer(s):

Dassault Aviation (Dassault)

Applicability:

Falcon 900EX, all manufacturer serial numbers (s/n) that have Dassault modification (mod) M3083 embodied (commercially known as Falcon 900EX Easy, Falcon 900LX and Falcon 900DX).

Falcon 2000EX aeroplanes, all s/n that have Dassault mod M1691 embodied (commercially known as Falcon 2000EX Easy, Falcon 2000LX, Falcon 2000LXS, Falcon 2000S and Falcon 2000DX).

Falcon 7X aeroplanes, s/n 2 through 400 (inclusive) and s/n 402 (inclusive) and up, including those that have embodied Dassault mod M1000 (commercially known as Falcon 8X).

Definitions:

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

The SB: Dassault Service Bulletin (SB) SB F900EX-614, SB F2000EX-507 or SB 7X-632, as applicable.

Affected part: CMA-1310 electronic display units (EDU), having Part Number (P/N) 100-604073-000, and with a mod-status between 2 and 6 (inclusive).

Serviceable part: CMA-1310 EDU, having P/N 100-604073-000, and with mod-status 7 or higher.

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

Reason:

Occurrences of finding swelling of the lithium-polymer internal and external batteries of CMA-1310 EDU have been reported. The swelling occurs due to a high inrush charge and discharge current stress condition applied on a deeply discharged lithium-polymer battery.

This condition, if not corrected, could lead to the thermal runaway of a battery, possibly resulting in in the release of heat, smoke, fire and explosion in the cockpit.

To address this potential unsafe condition, Dassault developed a modification, removing the internal battery and updating the BIOS firmware, and issued the SB to provide instructions for affected part replacement with modified units and for modification of an affected part.

For the reasons described above, this AD requires replacement of affected parts with serviceable parts and prohibits reinstallation of affected parts.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Replacement:

(1) For Group 1 aeroplanes: Within 12 months or 800 flight hours, whichever occurs first after the effective date of this AD, replace each affected part with a serviceable part. This can be accomplished in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: The SB provides instructions to modify an affected part into a serviceable part.

Inspection:

(2) Concurrently with installation of a serviceable part as required by paragraph (1) of this AD, inspect the external battery of that serviceable part in accordance with the instructions of the SB.

Corrective Action(s):

(3) If, during the inspection as required by paragraph (2) of this AD, a defective external battery is found, as identified in the SB, before next flight, replace that external battery with a new battery in accordance with the instructions of the SB.

Parts Installation:

(4) Do not install (see Note 2 of this AD) an affected part on any aeroplane as required by paragraph (4.1) or (4.2) of this AD, as applicable.

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

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

Note 2: Removing an affected part from an aeroplane and, during the same maintenance visit, re-installing that part on the same location of the same aeroplane, is not considered “install” as specified in paragraph (4) of this AD.

Ref. Publications:

Dassault SB F900EX-614 original issue dated 15 September 2023, including its ERRATUM dated 18 December 2023.

Dassault SB F2000EX-507 original issue dated 15 September 2023, including its ERRATUM dated 18 December 2023.

Dassault SB 7X-632 original issue dated 15 September 2023, including its ERRATUM dated 18 December 2023.

The use of later approved revisions of the above-mentioned documents 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 05 February 2024 as PAD 24-016 for consultation until 04 March 2024. No comments were received during the consultation period.

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.

[Federal Register, Volume 90 Number 59 (Friday, March 28, 2025)]
[Rules and Regulations]
[Pages 14022-14024]
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2025-05300]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2024-2022; Project Identifier MCAI-2024-00189-T; Amendment 39-22993; AD 2025-06-05]

RIN 2120-AA64

Airworthiness Directives; Dassault Aviation Airplanes

AGENCY:

Federal Aviation Administration (FAA), DOT.

ACTION:

Final rule.

SUMMARY:

The FAA is adopting a new airworthiness directive (AD) for certain Dassault Aviation Model FALCON 7X, FALCON 900EX, and FALCON 2000EX airplanes. This AD was prompted by reported occurrences of swelling of the lithium-polymer internal and external batteries of certain electronic display units (EDUs). This AD requires modifying certain EDUs and prohibits the installation of affected parts, as specified in a European Union Aviation Safety Agency (EASA) AD, which is proposed for incorporation by reference (IBR). The FAA is issuing this AD to address the unsafe condition on these products.

DATES:

This AD is effective May 2, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of May 2, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA-2024-2022; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

- For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email*ADs@easa.europa.eu;* website *easa.europa.eu.* You may find this material on the EASA website at *ad.easa.europa.eu.*
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available at*regulations.gov* under Docket No. FAA-2024-2022.

FOR FURTHER INFORMATION CONTACT:

Tom Rodriguez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206-231-3226; email: *tom.rodriguez@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Dassault Aviation Model FALCON 7X, FALCON 900EX, and FALCON 2000EX airplanes. The NPRM published in the **Federal Register** on August 21, 2024 (89 FR 67572). The NPRM was prompted by AD 2024-0072, dated March 15, 2024 (EASA AD 2024-0072) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that occurrences were reported of swelling of the lithium polymer internal and external batteries of CMA-1310 EDUs having part number (P/N) 100-604073-000, with a mod-status between 2 and 6 (inclusive). The swelling occurs due to a high inrush charge and discharge current stress condition applied on a deeply discharged lithium-polymer battery.

In the NPRM, the FAA proposed to require modifying certain EDUs and to prohibit the installation of affected parts, as specified in EASA AD 2024-0072. The FAA is issuing this AD to prevent internal and external battery swelling. The unsafe condition, if not addressed, could lead to the thermal runaway of a battery, possibly resulting in the release of heat, smoke, fire, and explosion in the cockpit.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA-2024-2022.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from an individual who supported the NPRM without change. The FAA also received comments from an individual who supported the NPRM and had additional comments.

Request To Provide Phased Compliance Time

An individual requested that the FAA provide a phased compliance time to help operators, especially in remote areas, deal with logistical problems and get on board with the AD. The individual added that this would allow time for parts to be available, help to minimize operational disruption, and maintain safety.

The FAA disagrees with the commenter's request. In developing an appropriate compliance time for this action, the FAA considered the recommendations of the manufacturer, the urgency associated with the subject unsafe condition, the availability of required parts, and the practical aspect of accomplishing the required modification within a period of time that corresponds to the normal scheduled maintenance for most affected operators. According to the manufacturer, an ample number of required parts will be available to modify the U.S. fleet within the proposed compliance time. However, under the provisions of paragraph (i)(1) of this AD, the FAA will consider requests for approval of an extension of the compliance time if sufficient data are submitted to substantiate that the new compliance time would provide an acceptable level of safety. The FAA has not changed this AD in this regard.

Conclusion

This product has been approved by the aviation authority of another country and is approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered the comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on this product. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

EASA AD 2024-0072 specifies procedures for modifying CMA-1310 EDUs having P/N 100-604073-000 and with current mod-status between 2 and 6 (inclusive) to a mod-status 7 or higher, including a visual inspection of the external removable battery for defects (swelling) and replacement of any defective external removable battery with a new external removable battery, and updating the BIOS/EC firmware. EASA AD 2024-0072 prohibits the installation of CMA-1310 EDU having P/N 100-604073-000 and with a mod status between 2 and 6 (inclusive) on any airplane.

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

Costs of Compliance

The FAA estimates that this AD affects 719 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

Estimated Costs for Required Actions

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Up to 4 work-hours × $85 per hour = $340	$20,840	Up to $21,180	Up to $15,228,420.

The FAA estimates the following costs to do any necessary on-condition actions that would be required based on the results of any required actions. The FAA has no way of determining the number of aircraft that might need these on-condition actions:

Estimated Costs of On-Condition Actions

Actions	Labor cost	Parts cost	Cost per product
Replace one external battery	1 work-hour × $85 per hour = $85	$430	$515

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a “significant regulatory action” under Executive Order 12866,

(2) Will not affect intrastate aviation in Alaska, and

(3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

- Air transportation
- Aircraft
- Aviation safety
- Incorporation by reference
- Safety

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 **[Amended]**

2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2025-06-05 Dassault Aviation: Amendment 39-22993; Docket No. FAA-2024-2022; Project Identifier MCAI-2024-00189-T.

(a) Effective Date

This airworthiness directive (AD) is effective May 2, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 7X, FALCON 900EX, and FALCON 2000EX airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2024-0072, dated March 15, 2024 (EASA AD 2024-0072).

Note 1 to paragraph (c): Model FALCON 7X airplanes with modification M1000 incorporated are commonly referred to as “Model FALCON 8X” airplanes as a marketing designation.

Note 2 to paragraph (c): Model FALCON 900EX airplanes with modification M3083 incorporated are commonly referred to as “Model FALCON 900EX Easy, FALCON 900LX and FALCON 900DX” airplanes as a marketing designation.

Note 3 to paragraph (c): Model FALCON 2000EX airplanes with modification M1691 incorporated are commonly referred to as "Model FALCON 2000EX Easy, FALCON 2000LX, FALCON 2000LXS, FALCON 2000S, and FALCON 2000DX" airplanes as a marketing designation.

(d) Subject

Air Transport Association (ATA) of America Code 46, Information systems.

(e) Unsafe Condition

This AD was prompted by reported occurrences of swelling of the lithium-polymer internal and external batteries of CMA-1310 electronic display units (EDUs) having part number (P/N) 100-604073-000, with a mod-status between 2 and 6 (inclusive). The FAA is proposing this AD to prevent internal and external battery swelling. The unsafe condition, if not addressed, could lead to the thermal runaway of a battery, possibly resulting in in the release of heat, smoke, fire, and explosion in the cockpit.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2024-0072.

(h) Exceptions to EASA AD 2024-0072

(1) Where EASA AD 2024-0072 refers to its effective date, this AD requires using the effective date of this AD.

(2) Paragraph (1) of EASA AD 2024-0072 specifies to "replace each affected part with a serviceable part. This can be accomplished in accordance with the instructions of the SB." This AD, however, requires replacing that text with "replace each affected part with a serviceable part in accordance with the Accomplishment Instructions of the SB."

(3) This AD does not adopt the "Remarks" section of EASA AD 2024-0072.

(i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (j) of this AD. Information may be emailed to: *AMOC@faa.gov*. Before using any approved AMOC, notify your

appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Additional Information

For more information about this AD, contact Tom Rodriguez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206-231-3226; email: *tom.rodriguez@faa.gov*.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2024-0072, dated March 15, 2024.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu;* website *easa.europa.eu*. You may find this material on the EASA website at *ad.easa.europa.eu*.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov*.

Issued on March 12, 2025.

Steven W. Thompson,

Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2025-05300 Filed 3-27-25; 8:45 am]

BILLING CODE 4910-13-P