Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00162

for

Dassault Falcon 7X

Type Certificate Holder
Dassault Aviation

9 Rond Point Marcel Dassault
75008 Paris
France

Model(s):	Falcon 7X
Issue:	01
Date of issue:	26 January 2026

Section 0: General

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I. General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the CAA in the UK for the affected types and models.

This TCDS includes:

1. Details of the type design that affect the TCDS that have been approved or accepted by the CAA in the UK since 01 January 2021.
2. Details of the type design that affected the TCDS and were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA TCDS EASA.A.155 at Issue 13 dated 12 December 2018 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

II. Part 26 Compliance Information

For all models, compliance with point 26.300(a) of UK Regulation (EU) 2015/640 Annex 1 (Part 26) has been accepted by UK CAA as a result of the demonstration of compliance to Commission Regulation (EU) 2015/640 Annex 1 (Part-26) as amended and approval by EASA, by complying with points 26.301, 26.304 and 26.306.

Section 1 Falcon 7X

I. General

1. Type/ Model/ Variant

a) Type: Dassault Falcon 7X
b) Model: Falcon 7X

2. Performance Class

A

3. Certifying Authority

European Union Aviation Safety Agency (EASA)

Post office box 10 12 53

D-50452 Cologne

Germany

4. Manufacturer

Dassault Aviation

9 Rond Point Marcel Dassault

75008 Paris

France

5. EASA Type Certification Application Date

26 May 2002

6. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Section 6 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

7. EASA Type Certification Date

27 April 2007

8. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Section 7 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

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II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements.

Same as EASA certification application date

2. Reference Date for determining the applicable operational suitability requirements

17 February 2015

3. State of Design Airworthiness Authority Type Certification Data Sheet No.

EASA.A.155

4. State of Design Airworthiness Authority Certification Basis

Refer to EASA TCDS EASA.A.155.

5. UK CAA Airworthiness Requirements

5.A Airworthiness requirements for S/N 001 to S/N 400 (modification M1000 not included)

JAR 1 at change 5 plus orange papers 1/97/1 and 1/99/1

JAR 25 at change 15, effective 01 August 2000 with the following additions:

a) JAR 25 paragraphs at amendment 16

JAR 25.331(c)(2)	Symmetric manoeuvring conditions
JAR 25.335(b)(2)	Design airspeeds
JAR 25.337(d)	Limit manoeuvring load factors
JAR 25.391	Control surface loads: general
JAR 25.395(b)	Control system
JAR 25.415	Ground gust conditions
JAR 25.491	Taxi, takeoff and landing roll
JAR 25.493(c)	Braked roll conditions
JAR 25.605(a)	Fabrication methods
JAR 25.731(d)(e)	Wheels
JAR 25.735	Brakes
JAR 25.904	Automatic takeoff thrust control system (ATTCS)
JAR 25.933	Reversing systems
JAR 25.939(d)	Turbine engine operating characteristics
JAR 25.951(d)	Fuel system - General
JAR 25.952	Fuel system analysis and test
JAR 25.954	Fuel system lightning protection
JAR 25.961(a)	Fuel system hot weather operation
JAR 25.967	Fuel tank installations
JAR 25.975(a)(5)	Fuel tank vents
JAR 25.981	Fuel tank temperature
JAR 25.993 (c)	Fuel system lines and fittings

JAR 25.994	Fuel system components
JAR 25.997	Fuel strainer or filter
JAR 25.1013	Oil tanks
JAR 25.1015	Oil tank tests
JAR 25.1019	Oil strainer or filter
JAR 25.1145(c)	Ignition switches
JAR 25.1301(d)	Function and installation
JAR 25.1305(a)(3),(a)(9),(c)(5),(c)(6),(c)(7),(c)(8),(d)(2)	Powerplant instruments
JAR 25.1309	Equipment, systems and installations
JAR 25.1310	Power source capacity and distribution
JAR 25.1323	Airspeed indicating system
JAR 25.1351 (b)(6)	Electrical systems and equipment - General
JAR 25.1435	Hydraulic systems
Appendix H §H25.3	Instruction for Continued Airworthiness

b) CS 25 paragraphs at amendment 12 for aircraft fitted with emergency exit pictograms (modification M-OPT0760)

CS 25.811(g)	Emergency Exit Marking
CS 25.812(b)(1)	Emergency Lighting

and related AMC

JAR AWO at change 2, effective 01 August 1996,

5.B Airworthiness requirements for S/N 401 and ongoing (modification M1000 included) NOTE 3

Certification Specification 25, Amendment 11, dated 04 July 2011, except the following paragraphs for which an earlier amendment is accepted:

a) JAR 25 paragraphs at change 15

25.21(b) (as amended by SC B-01), 25.33, 25.103 (as amended by SC B-01, B-08), 25.171 (as amended by B-03), 25.173 (as amended by B-03), 25.175 (as amended by B-03), 25.177 (as amended by B-03), 25.201 (as amended by SC B-01, B-08), 25.203 (as amended by SC B-01, B-08), 25.207(c)(d)(e) (as amended by SC B-01), 25.251(a)(b) (as amended by ESF C-09), 25.305(e)(f) (as amended by ESF C-09), 25.335(b)(1) (as amended by SC C-03), 25.349(a) (as amended by SC C-01), 25.351(a)(1) (as amended by SC C-01), 25.397(c) (as amended by SC C-02), 25.399, 25.405, 25.427(d) via SC C-09, 25.497, 25.562 (as amended by SC D-26 for seats with inflatable restraints), 25.629(a)(b)(1)(2)(c)(d)(e) (as amended by SC C-09), 25.671 (as amended by SC D-05, D-02), 25.679, 25.681, 25.685, 25.689, 25.693, 25.699 (as amended by ESF D-19), 25X745 (as amended by SC D-07), 25.771, 25.772, 25.773, 25.777 (as amended by SC B-02), 25.779, 25.781, 25.783 (as amended by SC D-22), 25.785 (as amended by Dev. D-18), 25.787, 25.789, 25.791, 25.793, 25.807 (as amended by SC D-22), 25.809 (as amended by SC D-22), 25.810 (as amended by SC D-22), 25.811 (as amended by ESF D-12, D-13), 25.813 (as amended by Dev. D-14), 25.815, 25.817, 25.819, 25.820 (as amended by SC D-22), 25.831(a) (as amended by SC D-09 and ESF D-15), 25.833, 25.851, 25.853 (as amended by SC D-11), 25.854, 25.855 (as amended by SC D-11), 25.857, 25.858, 25.859, 25.865, 25.867, 25.869, 25.871, 25.875, 25X899, 25.901, 25.905, 25.925, 25.929, 25.933(a) (as amended by SC E-04), 25.934, 25.937, 25.941, 25.943, 25.945, 25.953, 25.977, 25.979, 25.991, 25.1017, 25.1021, 25.1023, 25.1025, 25.1027, 25.1043, 25.1045, 25.1093 (as amended by ESF E-08), 25.1103, 25.1121, 25.1123, 25.1141, 25.1149, 25.1153, 25.1155, 25.1161, 25.1163, 25.1165,

25.1167, 25.1181, 25.1182, 25.1183, 25.1185, 25.1187, 25.1189, 25.1191, 25.1195 (as amended by ESF E-02), 25.1197, 25.1199, 25.1201, 25.1203, 25.1303, 25.1307, 25.1321, 25.1322 (as amended by ESF F-41), 25.1325, 25.1326, 25.1327, 25X1328, 25.1329 (as amended by ESF F-37), 25.1331, 25.1333, 25.1335 (as amended by ESF F-37), 25.1355, 25.1357 (as amended by ESF F-22), 25X1360, 25X1362, 25.1363, 25.1381, 25.1383, 25.1411, 25.1415, 25.1421, 25.1423, 25.1433, 25.1439, 25.1443, 25.1447, 25.1449, 25.1450, 25.1453, 25.1455, 25.1457, 25.1459 (as amended by ESF F-35), 25.1461, 25X1499, 25X1516, 25.1522, 25.1523, 25.1531, 25.1545, 25.1547, 25.1549 (as amended by ESF E-10), 15.1551, 25.1553, 25.1557, 25.1561, 25.1563
Subpart J 25A901 to 25A1583, Appendix A, Appendix D, Appendix F, Appendix I, Appendix J

b) JAR 25 paragraphs at amendment 16

25.904, 25.907, 25.933(b), 25.981 (as amended by SC E-01), 25.1013, 25.1015, 25.1019, 25.1145, 25.1305, 25.1309, 25.1310, 25.1323 (as amended by SC B-01)

c) CS 25 paragraphs at amendment 2

25.105(a), 25.111(c), 25.121(b)(c)

d) CS 25 paragraphs at amendment 4

25.611, 25.1301, 25.1353, 25.1529, Appendix H

e) Amended CS 25 amendment 11 paragraphs

25.143 (supplemented by SC B-02, B-04, B-05), 25.145(a)(b) (as amended by SC B-01), 25.207 (as amended by SC B-08). 25.331 (as amended by SC C-01), 25.831 (as amended by SC D-09), 25.841 (as amended by SC D-09), 25.903(c) (as amended by SC E-05), 25.963 (as amended by SC C-06), 25.1431 (as amended by SC F-06)

f) CS 25 paragraphs that are not applicable

25.795, 25.1302, 25.1365, 25.1535, Subpart H 25.1701 to 25.1731, Appendix M, Appendix N

All Weather Operations: JAR AWO change 2 (as amended by ESF K-01, K-02)

6. Special Conditions

B-01	Stalling and scheduled operating speeds
B-02	Motion and effects of cockpit controls
B-03	Static directional, lateral and longitudinal stability and low energy awareness
B-04	Flight envelope protection
B-05	Normal load factor limiting system
C-01	Design manoeuvre requirements
C-02	Limit forces and torque
C-03	Design dive speed Vd
C-05	Interaction of systems and structure (superseded by CS 25 amdt 11 in case of modification M1000 installation)
C-06	Fuel tank crashworthiness
D-02	Electronic flight control unusual features
D-05	Flight controls - Harmonised 25.671
D-07	Nose wheel steering - Towbarless towing

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D-09 Airworthiness standards for subsonic aeroplanes to be operated above 41 000 ft
D-11 Fire protection of thermal and acoustic insulation material
D-22 Fuselage doors
E-01 Fuel tank safety
E-04 Reversing system requirements
E-05 Sustained engine imbalance
F-06 Protection from effects from HIRF
F-24 Human factors aspects of flight deck design

Special Conditions related to certain installed modifications

Steep approach capability modification M0194
B(SAL)-06 Steep Approach and Landing

Shower installation modification M-OPT0459
D-25 Shower/bathroom Installation

Inflatable Restraint modification M-OPT0686
D-26 Seats with Inflatable Restraints

Head-up Guidance System modification M-OPT0002
F-36 Head-up Guidance System

Crew Rest Area modification M-OPT0359
F-44 Installation of Crew rest area

EFVS System modification M-OPT0017
F-47 Enhanced Flight Vision System (EFVS) with Ops credit

Avionics EASy II modification M1122
F-51 Data Link Services for the Single European Sky
F-52 Flight Recorders including Data Link Recording

Avionics EASy III modification M1254
F-65 Data Link Services

Fuselage stretch modification M1000 (for S/N 401 and ongoing) NOTE 3
B-08 Stalling and scheduled operating speeds in Icing Conditions and Flight in Icing Conditions during Take-off
C-06 Fuel tank crashworthiness (updated with new issue)

Inconsistencies clarification for the modification M1000 certification basis

Subpart B certification basis induces the following inconsistencies:

- CRI B-01 refers to paragraph 25.143(g) and 25.207(f) which respectively become 25.143(h) and 25.207(g) at applicable amendment 11
- CRI B-02 refers to paragraph 25.143(c) which becomes 25.143(d) at applicable amendment 11.
- CRI B-02 introduced new paragraph 25.143(j) titled “Pilot Strength” while 25.143(j) has been introduced in CS 25 Amdt 3 with a different purpose dealing with “Flight in icing conditions before activation of the ice protection system”
- CRI B-03 refers to paragraph 25.143(g) which becomes 25.143(h) at applicable amendment 11

- CRI B-04 introduced new paragraph 25.143(h) titled “Flight envelope protection” while 25.143(h) has been introduced in CS 25 Amdt 3 with a different purpose dealing with “Manoeuvring capabilities”,
- CRI B-05 introduced new paragraph 25.143(i) titled “Normal load factor limiting system” while 25.143(i) has been introduced in CS 25 Amdt 3 with a different purpose dealing with “Compliance in icing conditions”.
- At Amdt 3, § 25.21(g)(1) requires that all Subpart B paragraphs be demonstrated in icing condition with ice accretion using Appendix C. There is no reversion for 25.21(g)(1), but a for §25.105(a), 25.111(c), 25.121(b)(c) for which CRI B-08 criteria are used for ice accretion.

HUD/ EFVS Mark1.0 modification M-OPT0730/0731

F-66 HUD installation

F-67 EFVS

F-68 SVS/CVS in HUD

HUD/ EFVS Mark1 (OPS credits 100ft) modification M-OPT0734/0735

F-72 Enhanced Flight Vision System Approaches with combined Vision System on Head up display

7. Exemptions

None

8. Deviations

D-14 Door between passenger compartments

D-18 Personal injury criteria of dynamic testing of side facing sofa

Deviations related to certain installed modifications

Fuselage stretch modification M1000

D-31 Width of Aisle

9. Equivalent Safety Findings

C-09 JAR 25.251, 25.305 and 25.629 - Vibration, buffet and aeroelastic stability requirements

C-12 JAR 25.361 - Engine failure loads (superseded by CS 25 amdt 11 in case of modification M1000 installation)

C-15 JAR 25.341, 25.343(b), 25.345(c), 25.371, 25.373(a), 25.391, 25.1517 - Gust and continuous turbulence (superseded by CS 25 amdt 11 in case of modification M1000 installation)

C-16 JAR 25.963(g) - Fuel tank access cover (superseded by CS 25 amdt 11 in case of modification M1000 installation)

D-12 JAR 25.811(d)(1) and (d)(2) - Emergency exit locator sign used also as marking sign – cabin without divider

D-13 JAR 25.811(d)(1) and (d)(3) - Emergency exit locator sign used also as marking sign – cabin with divider

D-15 JAR 25.831(a) - Packs-off take off

D-19 JAR 25.699(b) - Lift and drag device indicator

E-02 JAR 25.865, 25.1181, 25.1195, 25.1203 - Engine fire protection in designated fire zones

E-08 JAR 25.1093(b) - Falling and blowing snow

E-10 JAR 25.1549 - Powerplant instruments – colour markings

E-12 JAR 25.971 - Fuel tank sump (superseded by design change in case of modification M1000 installation)

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F-22 JAR 25.1357(e), 25.1309 - Honeywell PRIMUS EPIC Integrated Modular Avionics system (compliance with requirements for individual circuit protection)

F-35 JAR 1459 (a)(2) - Use of IRS for DFDR vertical acceleration

F-37 JAR 25.1329, JAR 25.1335 - Revisions to JAR 25.1329 and 25.1335 resulting from Flight Guidance Systems Harmonisation

F-41 JAR 25.1322 - CAS window red message line space

G-01 JAR 25X1591 - Operation on contaminated runways (superseded by CS 25 amdt 11 in case of modification M1000 installation)

K-01 Revisions to JAR AWO resulting from JAR/FAR 25.1329 Harmonisation

K-02 Revisions to JAR AWO paragraphs resulting from JAA/FAA Harmonisation

Equivalent Safety Finding for aircraft equipped with modification M-OPT0649

D-27 Table Obstruction to Type III Emergency Exits

Equivalent Safety Finding for aircraft equipped with modification M-OPT0730/0731

F-71 HUD symbology

Equivalent Safety Finding for aircraft equipped with modification M-OPT0876

D-33 Seats Obstruction to Type III Emergency Exits

10. Environmental Protection

Noise:

ICAO Annex 16, Volume I, Amendment 8, Part II, Chapter 4 (S/N 001 to 400, modification M1000 not included)

ICAO Annex 16, Volume I, Amendment 11-B, Part II, Chapter 4 (S/N 401 & ongoing, modification M1000 included) NOTE 3

For details of the certified noise levels see TCDS-N no. UK.TC.A.00162.

Fuel Venting & Emissions:

ICAO Annex 16, Volume II, Amendment 4, Part II, Chapter 2 (S/N 001 to 400, modification M1000 not included)

ICAO Annex 16, Volume II, Amendment 6, Part II, Chapter 2 (S/N 401 and ongoing, modification M1000 included) NOTE 3

11. Operational Suitability Requirements

Master Minimum Equipment List (MMEL)

JAR-MMEL/MEL Subpart A (General) and Subpart B (MMEL) at Amendment 1

Flight Crew Data (FCD)

CS-FCD, Initial Issue dated 31 January 2014

Cabin Crew Data (CCD)

This OSD is not applicable since the maximum passenger configuration is below 20.

Simulator Data (SIMD)

CS-SIMD, Initial Issue dated 2 December 2014 (applicable to S/N 401 and ongoing / modification M1000 included only) NOTE 3

Maintenance Certifying Staff Data (MCSD)

Special Condition A-MCSD-01 "Certification Requirements for the OSD element Maintenance Certifying Staff (MCS) of the aircraft model Dassault Falcon 7X fitted with M1000 design change".

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

The Type Design aircraft configuration is the F7TC version stored in an electronic format under the virtual product management tool ENOVIA/VPM©. The repository of the ENOVIA/VPM© database is located in Dassault Aviation facilities.

2. Description

The Falcon 7X is a maximum 22 occupants including a minimum crew of two, tri-jet, long range, large aeroplane category. It has a low positioned, high swept wing, mid-height horizontal stabilizer and tricycle landing gear. Flight controls are fly-by-wire.

Three Pratt & Whitney Canada PW307A (PW307D in case of modification M1000 installed) engines are rear mounted, two on side of fuselage and one in centre position.

3. Equipment

The F7TC version referenced under III.1. contains also the type design list of equipment.

4. Dimensions

	Without modification M1000 included (S/N 001 to 400)	With modification M1000 included (S/N 401 and ongoing) NOTE 3
Length	23.38 m	24,46 m
Span	26.21 m	26,28 m
Height	7.93 m	7.93 m
Gross wing area	70.7 m²	70.7 m²

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5. Engines

		Three Pratt & Whiney Canada Corp. Turbofan Engines refer to UK CAA TCDS EASA.IM.E.035 Issue 5	
		Model PW307A	Model PW307D NOTE 3 (with modification M1000 installed)
Engine Limits Static thrust, standard day, sea level	Takeoff (5 min., Normal All Engines Operating)	28.49 kN (6405 lbs)	29,91 kN (6725 lbs)
	Maximum continuous	28.49 kN (6405 lbs)	29,91 kN (6725 lbs)
Engine Limits Maximum permissible engine rotor operating speeds	N1 (Fan) steady state Take-off / Maximum continuous	101% r.p.m. (100% = 11000 r.p.m)	101% r.p.m. (100% = 11000 r.p.m)
	N2 (Gas Gen.) steady state Take-off / Maximum continuous	100% r.p.m. (100% = 28500 r.p.m)	100% r.p.m. (100% = 28500 r.p.m)
Engine Limits Maximum permissible interturbine gas temperatures	Takeoff (5 minutes max)	920°C (1688°F)	920°C (1688°F)
	Max. continuous	920°C (1688°F)	920°C (1688°F)
	Starting	950°C (1742°F)	950°C (1742°F)
	Transient (20 sec.) and starting	930°C (1706°F)	945°C (1733°F)

Note : Engine is approved for operation with thrust reverser p/n F7XC782140020.

6. Auxiliary Power Unit

APU model 36-150 [FN], from Honeywell (Allied Signal), APU is non essential.

APU limitations: according to applicable accepted/approved Aircraft Flight Manuals (AFM); AFMs are referenced in Section IV.1.

Maximum operating altitude usable for ground operation only

Maximum Starting Altitude usable for ground operation only

7. Reserved

8. Fluids (Fuel, Oil, Additives, Hydraulics)

The fluids are defined in the applicable accepted/approved Airplane Flight Manual (AFM). AFMs are referenced in Section IV.1.

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9. Fluid Capacities

9.1 Fuel (Density: 0.803 kg/dm³ (6.7 lbs/US gallon))

	Without modification M1000 included (S/N 001 to 400)		With modification M1000 included (S/N 401 and ongoing) NOTE 3	
Usable Fuel	Volume [dm³ (gals (US)]	Mass [kg (lbs)]	Volume [dm³ (gals (US)]	Mass [kg (lbs)]
LH circuit	5944 (1570)	4773 (10522)	6359 (1680)	5106 (11257)
RH circuit	5944 (1570)	4773 (10522)	6383 (1686)	5126 (11301)
Center circuit	6154 (1626)	4942 (10896)	7108 (1878)	5708 (12583)
Total (all tanks)	**18042 (4766)**	**14488 (31940)**	**19850 (5244)**	**15940 (35141)**
Unusable Fuel				
Drainable	65 (17)	52 (115)	68 (18)	54 (120)
Undrainable	41 (11)	33 (72)	48 (13)	39 (85)
Total unusable (all tanks)	**106 (28)**	**85 (187)**	**116 (31)**	**93 (205)**

See NOTE 1.

9.2 Oil (Density: 0.95 kg/dm³ (7.94 lbs/gal) or (1.99 lbs/qt))

	Volume per engine [dm³ (gals (US)]	Mass [kg (lbs)]
Max Oil Level (Total)	23.61 (6.24)	23.01 (50.7)
Min Oil Level (Total)	18.69 (4.92)	18.21 (40.14)

See NOTE 1.

9.3 Hydraulics (Density: 0.84 kg/dm³ (7.0 lbs/US gallon))

	Volume [dm³ (gals (US))	Mass [kg (lbs)]
Hydraulic Fluid - System (Total)	65,19 (17,22)	54,95 (121,15)

See NOTE 1

10. Airspeed Limits

The Airspeed Limits are defined in the applicable accepted/approved Airplane Flight Manual (AFM). AFM is referenced in Chapter IV.1.

11. Flight Envelope

The Flight Envelope are defined in the applicable accepted/approved Airplane Flight Manual (AFM). AFM is referenced in Chapter IV.1.

Maximum Operating Altitude: 15,544 m (51,000 ft)

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12. Operating Limitations

12.1 Approved Operations

The Falcon 7X is eligible for the following kinds of operation when the appropriate equipment and instruments required by the operating requirements are installed (since TC or through dedicated M, M-Opt or SB), approved, and operating as defined by the AFM.

- Day and night VFR
- IFR (Instrument)
- Icing
- Manual or Automatic Category I approaches and non precision approaches
- Manual or Automatic Category I approaches and non precision approaches with EVS operational credit down to 100 feet
- Automatic Cat. II approaches with or without HUD monitoring / EVS
- Category II requirements provided the airplane is operated in accordance with Airplane Flight Manual Annex 1 and with Supplement 1 revision 1 (or later approved revision) when monitored with Rockwell –Collins HGS 5860 (for S/N 001 to 400 only)
- Automatic Cat. II approaches with or without Falcon Eye HUD monitoring / EVS, Category II requirements provided the airplane is operated in accordance with Airplane Flight Manual Annex 1 and with Supplement 1 at initial revision (or later approved revision) when monitored with Falcon Eye HUD (for S/N 401 and ongoing)
- LPV approaches (a/c installed with EASY II M1122 or subsequent EASy versions)
- LPV approaches with EVS Operational Credit (for S/N 001 to 400 only) (a/c installed with EASY II M1122 or subsequent EASy versions)
- Enhanced Surveillance
- RVSM
- RNP RNAV operations, down to RNP 0.3 RNAV (RTCA/DO-236B and DO-283)
- Extended flight over water and uninhabited terrain
- Polar operations (limited 85° North / 85° South)
- Contaminated runways operation
- Steep approach landing from 4.5 to 6.0 degrees
- Landing and take off between 8000 ft and 15000 ft (F7X a/c with M1315 or M1000)
- Operations with landing gear down (for S/N 001 to 400 only)
- ADS-B Out function certified in the frame of EASY II M1122 and subsequent EASy versions compliant with EU 1028-2014 and CS-ACNS
- Specific close-in Noise Abatement Departure Procedure (NADP), with thrust reduction at a minimum of 400 feet AGL
- 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

12.2 Other Limitations

Other limitations as defined in the applicable accepted/approved Airplane Flight Manuals (AFM). AFM is referenced in Chapter IV.1.

13. Maximum Certified Masses

	Without modification M1000 included (S/N 001 to 400)			With modification M1000 included (S/N 401 and ongoing) NOTE 3		
	Mass	Fwd limit % MAC	Aft limit % MAC	Mass	Fwd limit % MAC	Aft limit % MAC
Ramp	31842 kg (70200 lbs)	19.5	31.5	33203 kg (73200 lbs)	19.62	27.00
Takeoff	31751 kg (70000 lbs)	19.05	33.65	33112 kg (73000 lbs)	19.54	27.73
Aft CG at 38.5%	25890 kg (57076 lbs)	19.5	38.5	25890 kg (57076 lbs)	19.5	38.5
Landing	28304 kg (62400 lbs)	19.5	37.35	28304 kg (62400 lbs)	19.5	37.35
Zero fuel	18597 kg (41000 lbs)	19.5	38.5	18597 kg (41000 lbs)	19.5	38.5
Minimum flight - FWD	15694 kg (34600 lbs)	26.0	N/A	15694 kg (34600 lbs)	26.6	N/A
Minimum flight - AFT	14696 kg (32400 lbs)	N/A	38.5	14696 kg (32400 lbs)	N/A	38.5

See Note 1: for weight and balance calculation, refer to the Loading Manual in Chapter IV.3.

14. Centre of Gravity Range

The Centre of Gravity ranges are defined in the applicable accepted/approved Airplane Flight Manual (AFM). AFM is referenced in Chapter IV.1.

15. Datum

25 % of mean aerodynamic chord (MAC): 12.183 m (479.65 in) from the forward end of the aircraft nose cone (12.7418 m (501.646 in) in case of modification M1000 installed).

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16. Mean Aerodynamic Chord (MAC)

3.34754 m (131.79 in.)

Without modification M1000 included (S/N 001 to 400)	With modification M1000 included (S/N 401 and ongoing) NOTE 3
0 % MAC is at 11.3461m (446.7 in.) from the forward end of the aircraft nose cone. 25 % MAC is at 12.183m (479.65in) from the forward end of the aircraft nose cone.	0 % MAC is at 11.9049m (468.69 in.) from the forward end of the aircraft nose cone. 25 % MAC is at 12.7418m (501.646in) from the forward end of the aircraft nose cone.

17. Levelling Means

Aircraft is levelled in the longitudinal and lateral axis by means of a plumb bob and target in the left main landing gear bay

18. Minimum Flight Crew

For all flights: 2 (pilots and co-pilot).

19. Minimum Cabin Crew

None

20. Maximum Seating Capacity

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

See Note 2.

21. Baggage/ Cargo Compartment

Maximum allowable loads Baggage compartment: not to exceed 300 kg per square meter.

See Note 1.

22. Wheels and Tyres

This aircraft is equipped with wheels, brakes, nose wheel single chine radial tubeless tires and main wheels H type radial tubeless tires.

Main wheel tyres are H32×10.5R16.5

Nose wheel tyres are 16×6.0R6

Mixability is not approved.

23. Reserved

Section 1: Falcon 7X

IV. Operating and Service Instructions

The Operating and Service Instructions listed below are approved by the European Union Aviation Safety Agency under EASA Type Certificate EASA.A.155 in accordance with Commission Regulation (EU) 748/2012 as amended. Note 3

These instructions and any future revisions are either accepted under Article 13 of Annex 30 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

The Type Certificate Holder should be contacted to verify the applicability of any Operational and Service Instructions within the UK.

1. Airplane Flight Manual (AFM) Note 4

DGT105608, Airplane Flight Manual (AFM) Model Falcon 7X applicable to S/N 001 to S/N 400 (modification M1000 not included) or later accepted/approved revisions.

DGT147681, Airplane Flight Manual (AFM) Model Falcon 7X applicable to S/N 401 and ongoing (modification M1000 included) or later accepted/approved revisions. NOTE 3

2. Instructions for Continued Airworthiness and Airworthiness Limitations

Instructions for Continued Airworthiness and Airworthiness Limitations, included in FIELD publication, that consist of::

- Airworthiness Limitation Section (Chapter 5-40, reference: DGT 107838) NOTE 4
- Maintenance Planning Document (Chapter 5):
  - Reference: DGT 125953 applicable to S/N 001 to S/N 400 (modification M1000 not included)
  - Reference: DGSM 151456 applicable to S/N 401 and ongoing (modification M1000 included)
- Airplane Maintenance Manual
- Fault Isolation Manual
- Illustrated Parts Catalog (part list only)
- Structural Repair Manual (Part 1)
- Wiring Diagram Manual

3. Loading Manual (for Weight and Balance Calculation)

DGT108840, Loading Manual for Model Falcon 7X applicable to S/N 001 to S/N 400 (modification M1000 not included) or later accepted/approved revisions.

DGT147688, Loading Manual for Model Falcon 7X applicable to S/N 401 and ongoing (modification M1000 included) or later accepted/approved revisions NOTE 3

Section 1: Falcon 7X

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under EASA Type Certificate EASA.A.155 in accordance with Commission Regulation (EU) 748/2012 as amended. Note 4

These OSD elements and any future revisions are either accepted under Article 13 of Annex 30 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

1. Master Minimum Equipment List

The MMEL grandfathered as per the defined OSD certification basis in chapter II.11, is the Falcon 7X DGT106042 at Revision 9 dated 8 October 2013 or later accepted or approved revisions. The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

2. Flight Crew Data

The Flight Crew Data approved as per the defined OSD certification basis in chapter II.11, is the Falcon 7X Operational Suitability Manual – Flight Crew (OSM-FC) DGT148654 dated 4 Sept. 2015 or later accepted or approved revisions. The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

Pilot Type Rating: Falcon 7X (with and without M1000 Modification included) NOTE 3

3. Cabin Crew Data

Not Applicable

4. Simulator Data

The Simulator Data approved as per the defined OSD certification basis in chapter II.11, is the Operational Suitability Manual Simulator (OSM-SIM) Validation Road Map (VDR) DGT152476 original issue or later accepted or approved revisions (applicable only to S/N 401 and ongoing with modification M1000 and M1254 included) NOTE 3. The Type Certificate Holder should be contacted to verify the applicability of any SIMD revision within the UK.

5. Maintenance Certifying Staff Data

The Maintenance Certifying Staff Data approved as per the defined OSD certification basis in chapter II.11, is the Operational Suitability Manual Maintenance Certifying Staff (OSM-MCS) DGT153370 original issue or later accepted or approved revisions. These OSD elements and any future revisions are either accepted under Article 13 of Annex 30 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators. The Type Certificate Holder should be contacted to verify the applicability of any MCSD revision within the UK.

Part-66 Type Rating endorsement: “Falcon 7X (PW307)” (with and without M1000 modification included) NOTE 3

The Type Rating endorsement “Falcon7X (PW307A)” remains valid for the F7X without M1000 modification, and becomes valid as well for the for F7X with M1000 if the license holder performs a difference training course for the M1000 modification NOTE 3

Section 1: Falcon 7X

VI. Notes

Note 1:

a) The airplane must be loaded according to the appropriate approved Loading Manual (for Weight and Balance calculation). The list of equipment included in certificated empty mass must be provided for each airplane at the time of original certification. A current weight and balance report must be carried in the aircraft at all times from the moment the aircraft is originally certified.

The certified empty mass and corresponding centre of gravity location must include the fluids of chapter III.9.

b) Loading of the airplane must be accomplished in a manner that always maintains the centre of gravity within the specified limits considering crew and passenger movements as well as fuel consumption and transfer.

Note 2: Cabin interior and seating configuration must be approved.

Note 3: The introduction of the fuselage stretch modification M1000, for which the avionics EASyIII modification M1254 is a precondition, has the commercial designation “F8X”. This modification is applicable for all F7X models from S/N 401 and ongoing.

Note 4: An EASA approved change to the AFM, ALS and OSD elements can be released either through a full revision of the manual or through a Change Project (CP) number bearing the same reference as the related manual.

These EASA approved changes are either accepted under Article 13 of Annex 30 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

The Type Certificate Holder should be contacted to verify the applicability of any AFM, ALS or OSD element within the UK.

Section 2 Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
AFM	Airplane Flight Manual
ALS	Airworthiness Limitations Section
APU	Auxiliary Power Unit
AWO	All Weather Operations
CAA	Civil Aviation Authority
CCD	Cabin Crew Data
CRI	Certification Review Item
CS	Certification Specification
EASA	European Union Aviation Safety Agency
ESF	Equivalent Safety Finding
FCD	Flight Crew Data
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
INT/POL	JAA Interim Policy
JAR	Joint Aviation Requirement
MAC	Mean Aerodynamic Chord
MCS	Maintenance Certifying Staff
MCSD	Maintenance Certifying Staff Data
MEL	Minimum Equipment List
MMEL	Master Minimum Equipment List
OSD	Operational Suitability Data
P/N	Part Number
RVSM	Reduced Vertical Separation Minima
SB	Service Bulletin
SC	Special Condition
SIMD	Simulator Data
S/N	Serial Number
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise

Section 3: Administration

II. Type Certificate Holder Record

TCH Record	Period
Dassault Aviation 9 Rond-Point Marcel Dassault 75008 Paris France	Present. No changes.

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
01	26 Jan 2026	The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS No. EASA.A.155 Issue 13 dated 12 December 2018 which was the current EASA version on 31 December 2020 and therefore the version of the TCDS for the Falcon 7X accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement, except as listed below: - Section 0.II Part 26 Compliance Information section added. - Section 1.VI Note 4, amended to clarify change applicability in the UK. - Explanatory Note added. - General editorial corrections and updates.	Issue 01 26 Jan 2026

Explanatory Note to TCDS UK.TC.A.00162

This Explanatory Note was created to make public non-proprietary data contained in selected UK specific Special Conditions, Deviations, or Equivalent Safety Findings that are part of the applicable Certification Basis as recorded in TCDS UK.TC.A.00162.

Only those UK Special Conditions, Deviations, or Equivalent Safety Findings raised on or after 01 January 2021 shall be included in this Explanatory Note.

For Special Conditions, Deviations or Equivalent Safety Findings included as part of the Certification Basis prior to 01 January 2021, or adopted to the UK certification basis after 01 January 2021 refer to the EASA Explanatory Note to EASA TCDS EASA.A.155.

Special Conditions

None

Deviations

None

Equivalent Safety Findings

None

Disclaimer – This Explanatory Note may not be exhaustive, and it will be updated gradually along with the aircraft lifecycle.