

国空機第 668 号

整理  
番号

TCD-9732B-1-2026

耐 空 性 改 善 通 報

令和 8 年 2 月 13 日

適用航空機の所有者各位

国土交通省航空局長 宮 澤 康 一  
( 公 印 省 略 )

1. 第 2 項の航空機又はその装備品等の安全性又は環境適合性を確保するため、第 3 項の整備又は改造作業等の実施が必要であると認められますので通報します。

なお、本通報による作業が実施されないときは、航空法第 14 条の 3 第 1 項に基づく整備改造命令を発出し、又は同法第 134 条第 2 項に規定された立入検査を実施のうえ、同法第 14 条の 3 第 2 項の規定により耐空証明の効力を停止し、若しくは有効期間を短縮し、若しくは同法第 10 条第 3 項（同法第 10 条の 2 第 2 項において準用する場合を含む。）の規定により指定した事項を変更する場合があります。

また、本通報により実施した作業については、同法第 58 条第 2 項に定めるとおり航空日誌に記載することが求められます。

## 2. 適用航空機

ダッソー・アビエーション式ファルコン 7X、ファルコン 900EX 及びファルコン 2000EX 型：第 2.1 項から第 2.3 項までのうちいずれかに該当するもの

2.1 ファルコン 7X 型にあつては、製造番号（以下「S/N」という。）が 261～288 及び 401～471 であつて、製造時にダッソー改修 M1000 を実施済みのもの

2.2 ファルコン 900EX 型にあつては、S/N が 303～311 であつて、製造時にダッソー改修 M5281 及び M5535 を実施済みのもの

2.3 ファルコン 2000EX 型にあつては、S/N が 333～362 及び 741～748 であつて、製造時にダッソー改修 M5000 又は M5001 を実施済みのもの

## 3. 適用項目

製造時の不適切な熱処理により、Decomatic 社製チタニウム・スクリューが水素脆化し、当該スクリューが損傷して機体構造の健全性の低下に至る不具合を防止するため、既の実施した場合を除き、別添 EASA AD 2025-0228R1（以下「AD」という。）の Definitions 項及び Required Action(s) and Compliance Time(s) 項に従つて、処置を実施すること。

ただし、AD 中「30 October 2025 [the effective date of the original issue of this AD]」とあるのは「令和 7 年 11 月 12 日（耐空性改善通報 TCD-9732B-2025 の発効日）」と読み替えるものとする。

なお、本通報による処置を他の同等な方法で実施する場合には、航空局長の承認が必要である。ただし、AD に係る同等な方法として EASA の承認を受けている SB 等に従つて処置を実施する場合（運用限界の変更を伴う場合を除く。）には、航空局長への届出でよい。

## 4. 備考

4.1 本通報は、令和 8 年 2 月 20 日から発効する。

4.2 本通報は、耐空性改善通報 TCD-9732B-2025（令和 7 年 11 月 12 日発効）の一部を改訂するものである。改訂部分は本通報の下線部に対応し、下線を施

さない部分は非改訂部分である。したがって、非改訂部分については、改訂前の通報による実施時期を基準として作業等を実施すること。

4.3 本通報は、EASA AD 2025-0228R1 による。

4.4 本通報の送付を受けた者は、参考配布を除き、令和 8 年 3 月 3 日までに、適用項目に関する実施状況を記載した報告書を、前任航空機検査官又は駐在航空機検査長に提出すること。記載要領、様式及び提出先については、航空機検査業務サーキュラーNo.3-003 に従うこと。

4.5 次に掲げる文書（その承認された改訂版を含む。）は、本件に関するものである。

- ・ Dassault SB 7X-467 original issue dated 16 November 2020, Rev. 1 dated 12 December 2022, Rev. 2 dated 20 March 2023, Rev. 03 dated 11 March 2024, Rev. 04 dated 22 April 2024, Rev. 05 dated 09 September 2024 and Rev. 06 dated 10 April 2025 (including its Erratum dated 09 June 2025).
- ・ Dassault SB F900EX-571 original issue dated 16 November 2020.
- ・ Dassault SB F2000EX-454 original issue dated 16 November 2020.

4.6 本通報の送付を受けた者で、当該航空機を所有しているが使用者が異なり、耐空性改善通報報告書を使用者から提出する場合には、直ちに本通報を使用者に回送すること。



## Airworthiness Directive

**AD No.:** 2025-0228R1

**Issued:** 06 February 2026

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

DASSAULT AVIATION

**Type/Model designation(s):**

Falcon 7X, Falcon 900EX and Falcon 2000EX aeroplanes

**Effective Date:** Revision 1: 13 February 2026  
Original issue: 30 October 2025

**TCDS Number(s):** EASA.A.008, EASA.A.062 and EASA.A.155

**Foreign AD:** Not applicable

**Supersedure:** This AD revises EASA AD 2025-0228 dated 16 October 2025, which superseded EASA AD 2023-0207 dated 21 November 2023.

### ATA 51 – Standard Practices and Structures – DECOMATIC Titanium Bolts – Replacement

**Manufacturer(s):**

Dassault Aviation (Dassault)

**Applicability:**

Falcon 7X aeroplanes, manufacturer serial numbers (s/n) 261 through 288 (inclusive) and s/n 401 through 471 (inclusive), including those that have embodied Dassault modification (mod) M1000 (commercially known as Falcon 8X) in production;

Falcon 900EX aeroplanes, s/n 303 through 311 (inclusive), including those that have embodied Dassault mod M5281 and M5535 (commercially known as F900LX) in production; and

Falcon 2000EX aeroplanes, s/n 333 through 362 (inclusive) and s/n 741 through 748 (inclusive), including those that have embodied Dassault mod M5000 or mod M5001 (commercially known as F2000LXS and F2000S, respectively) in production.



**Definitions:**

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

**The applicable SB:** Dassault Service Bulletin (SB) SB 7X-467 Revision (Rev.) 6, including its Erratum (Falcon 7X aeroplanes), SB F900EX-571 (Falcon 900EX aeroplanes) and SB F2000EX-454 (Falcon 2000EX aeroplanes), as applicable.

**Affected part:** Decomatic Titanium (Ti)-Screws of specific manufacturing batch, as defined in the applicable SB.

**Serviceable part:** An eligible Ti-Screw defined as replacement part in the applicable SB.

**Reason:**

An investigation determined that during the manufacturing of affected parts, an improper heat treatment process was applied. This led to a hydrogen concentration rate in the material of the affected part above the allowable limit. Dassault identified the individual aeroplanes on which the affected parts were used to assemble certain structural parts.

This condition, if not corrected, could lead to premature failure of an affected part installed in a critical location, possibly resulting in reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Dassault issued the original issue of the applicable SB to identify the affected structural areas and provide replacement instructions for a certain batch of aeroplanes, and EASA issued AD 2021-0047 to require replacement of each affected part with a serviceable part on those aeroplanes.

After that AD was issued, Dassault issued SB 7X-467 Rev. 2 (SB 7X-467 Rev. 1 has not been released to operators), and EASA issued AD 2023-0207 accordingly, retaining the requirements of EASA AD 2021-0047, which was superseded, additionally requiring replacement of each affected part with a serviceable part in new areas of certain aeroplanes, and expanding the Applicability.

After that AD was issued, Dassault revised SB 7X-467 (now at Rev. 06), expanding its applicability to include Falcon 7X aeroplanes s/n 459 to 471, and to provide instructions for replacement of additional affected parts for Falcon 7X s/n 415 to 458, and EASA issued AD 2025-0228, retaining the requirements of EASA AD 2023-0207, which was superseded, additionally requiring replacement of each affected part with a serviceable part in new areas of certain aeroplanes and expanding the Applicability.

For Falcon 7X aeroplanes up to s/n 414, Falcon 900EX aeroplanes and Falcon 2000EX aeroplanes previously affected by EASA AD 2023-0207, AD 2025-0228 retained the requirements of AD 2023-0207, with no additional actions.

Since that AD was issued, it has been determined that the compliance time for parts replacement can be defined in flight cycles (FC) only. Consequently, this AD is revised, removing the calendar-based compliance times.



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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

**Replacement:**

- (1) Within the compliance time defined in Table 1 of this AD (see Notes 1 to 3 of this AD), as applicable, replace each affected part with a serviceable part in accordance with the instructions of the applicable SB.

Table 1 – Replacement

Aeroplane Type	Compliance Time
Falcon 7X	Before exceeding 4 000 FC
Falcon 900EX	Before exceeding 3 750 FC
Falcon 2000EX	

Note 1: The FC specified in Table 1 of this AD are those accumulated by the aeroplane since its first flight.

Note 2: Replacement of affected parts on an aeroplane, as required by paragraph (1) of this AD, can be accomplished during different aeroplane maintenance visits.

Note 3: Dassault SB 7X-467 Rev. 2 and Rev. 6 introduce additional work required on aeroplanes on which any of a previous revision of that SB has been accomplished.

**Parts Installation:**

- (2) From 30 October 2025 [the effective date of the original issue of this AD], it is allowed to install (see Note 4 of this AD) on any aeroplane a Ti-Screw, provided it is a serviceable part, as defined in this AD.

Note 4: 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 (2) of this AD.

**Ref. Publications:**

Dassault SB 7X-467 original issue dated 16 November 2020, Rev. 1 dated 12 December 2022, Rev. 2 dated 20 March 2023, Rev. 03 dated 11 March 2024, Rev. 04 dated 22 April 2024, Rev. 05 dated 09 September 2024 and Rev. 06 dated 10 April 2025 (including its Erratum dated 09 June 2025).

Dassault SB F900EX-571 original issue dated 16 November 2020.

Dassault SB F2000EX-454 original issue dated 16 November 2020.

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. The original issue of this AD was posted on 30 June 2025 as PAD 25-099 for consultation until 28 July 2025. 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](mailto: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) 1 47 11 37 37
  - For USA, Canada and Mexico based operators: Help Desk: (1) 800-2FALCON (2325266)
  - All other areas: Help Desk: (1) 201 541 4747.

