



Airworthiness Directive

AD No.: 2019-0274

Issued: 06 November 2019

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

DAHER AEROSPACE

Type/Model designation:

TB 20 and TB 21 aeroplanes

Effective Date: 20 November 2019

TCDS Number(s): EASA.A.378

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Main Landing Gear Leg – Inspection

Manufacturer:

Compagnie DAHER, formerly SOCATA, EADS SOCATA, Société de Construction d'Avions de Tourisme et d'Affaires

Applicability:

DAHER Aerospace TB 20 and TB 21 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: DAHER Aerospace Service Bulletin (SB) 10-154-32.

Affected MLG area: Left-hand and right-hand main landing gear (MLG) leg area, as defined in the SB.

Reason:

Occurrences have been reported of finding cracks on MLG legs of TB 20 and TB 21 aeroplanes.

This condition, if not detected and corrected, could lead to structural failure of an MLG leg and consequent MLG collapse, possibly resulting in damage to the aeroplane and injury to occupants.



To address this potential unsafe condition, DAHER Aerospace issued the SB to provide inspection instructions.

For the reasons described above, this AD requires repetitive special detailed inspections (SDI) using magnetic particle method of the affected MLG area, and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Repetitive inspections:

- (1) Before exceeding 16 000 landings (LDG) since first installation of the MLG on an aeroplane, or within 200 LDG after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 3 200 LDG, accomplish an SDI of each affected MLG area in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during any SDI as required by paragraph (1) of this AD, any crack is detected in an affected MLG area, before next flight, rework that affected MLG area and, thereafter, before next flight, accomplish another one-time SDI of that reworked affected MLG area in accordance with the instructions of the SB.
- (3) If, during the one-time SDI of a reworked affected MLG area as required by paragraph (2) of this AD, any crack is detected, before next flight, contact DAHER for approved repair instructions and, within the compliance time(s) specified therein, accomplish those instructions accordingly.
- (4) If, during the one-time SDI of a reworked affected MLG area as required by paragraph (2) of this AD, no cracks are detected, within 3 200 LDG after that one-time SDI, and, thereafter, at intervals not to exceed 3 200 LDG, accomplish an SDI of that reworked affected MLG area in accordance with the instructions of the SB.
- (5) If, during any SDI as required by paragraph (4) of this AD, any crack is detected in a reworked affected MLG area, before next flight, contact DAHER for approved repair instructions and, within the compliance time(s) specified therein, accomplish those instructions accordingly.

Terminating Action:

- (6) None.

Ref. Publications:

DAHER Aerospace SB 10-154-32 original issue dated September 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.



Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 27 September 2019 as PAD 19-183 for consultation until 25 October 2019. No comments were received during the consultation period
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: DAHER AEROSPACE, Direction des services, 65921 Tarbes Cedex 9, France, Telephone +33 (0) 5 62 41 73 00, Fax + 33 (0) 5 62 41 76 54, E-mail: TBMCare@daher.com.

