


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No 06- 029</p> <p>Date: 10 February 2006</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name : EADS SOCATA		Type/Model designation(s): TBM 700
TCDS Number: EASA.A.010		
Foreign AD Nr: None		
Supersedure: None		
ATA 32	Main Landing Gear shock strut cylinder – Inspection / Replacement.	
Manufacturer:	EADS SOCATA	
Applicability:	TBM 700 aircraft, all variants (TBM 700 A,B,C1,C2 & N) inclusive, S/N 1 to 9999 Note: "TBM 850" is the trade name of TBM 700N variant.	
Reason:	<p>This AD requires repetitive inspections for cracks of the main landing gear (MLG) shock strut cylinder, and relevant investigative and corrective actions if necessary</p> <p>This AD results from reports of cracks on several MLG cylinders.</p> <p>The AD requirements are to detect and correct fatigue cracks in the shock strut cylinder of the MLG, which could result in a collapsed MLG during takeoff or landing runs, and possible reduced structural integrity of the airplane.</p>	
Effective Date:	Proposed 24 March 2006	
Compliance:	<p>The following measures are rendered mandatory from the effective date of this AD:</p> <p>1 – For main landing gear with forging body totalizing more than 1750 landings since new:</p> <p>Perform an inspection of forging body within 100 landings, in accordance with accomplishment instructions of the EADS SOCATA Service Bulletin No 70-130.</p>	

	<p>if no crack is detected repeat this inspection without exceeding 175 landings.</p> <p>2 – For main landing gear with landing forging body totalizing more than 3500 landings since new:</p> <p>Perform an inspection of forging body within 25 landings, in accordance with accomplishment instructions of the EADS SOCATA Service Bulletin No 70-130. if no crack is detected repeat this inspection without exceeding 175 landings.</p> <p>3 – If a crack is suspected or confirmed:</p> <p>Remove the concerned landing gear leg and confirm the presence of the crack with dye penetrant inspection or fluorescent penetrant inspection. If the crack is confirmed, contact EADS SOCATA to coordinate the landing gear repair/replacement and then imperatively conform to any instruction stated by EADS SOCATA.</p> <p>Since an unsafe condition has been identified and continues to exist on the same type design aircraft, introduction of repetitive inspections for crack and rework is therefore necessary as long as any terminating action is made available</p>
Ref. Publications:	<p>EADS SOCATA Service Bulletin No 70-130 original issue</p> <p>Any further approved revision of this document is acceptable.</p>
Remarks:	<p>Comments regarding this PAD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA E-mail: ADs@easa.eu.int</p> <p>The closing date for comments is 10 March 2006</p>