



COMMENT RESPONSE DOCUMENT

EASA PAD No. 16-175

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Commenter 1: Frederic Falcon – 16/01/2017

Comment # 1

Could you explain or detail the sentence "at the next maintenance operation on flight controls"?

We understand, if we performed any task required in the § 27 of the AMM, we have to apply this AD.

But in the § 05-11-00, nothing is required regarding the § 27.

In the case of N-registered TBM, the recommended alternative inspection schedule TBM series aircraft is not recognized by FAA (see Advisory Circular No. 43-211A)

For us (repair station under BASA/MAG), we have to apply the AC?

The SB ref. 70-095-27 mentioned "Daher" as the manufacturer but in the PAD is mentioned SOCATA.

Thank you in advance for your answer.

EASA response:

Actions required by the AD must be performed "At the next maintenance operation on flight controls, but no later than 13 months after the effective date of this AD", which means:

- the actions defined in the AD must be performed conjunctively with performance of any task defined in ATA 27 of the AMM, regardless if this maintenance task results from application of AMM Chapter 05 or any other reason, and
- the actions defined in the AD must be performed within 13 months after the effective date of the AD, if not already performed conjunctively with any other maintenance task related to ATA 27.

Note that the EASA AD does not apply to N-registered aircraft. Mandatory application of SOCATA SB 70-095-27 on N-registered aircraft will be covered by an FAA AD.



For an N-registered aircraft, maintenance must be performed in compliance with Title 14 of the Code of Federal Regulations (14 CFR) Part 91, § 91.409. Applying the AC 43-211A is an FAA approved way of addressing progressive instructions of TBM Series aircraft in compliance with the FAA regulation. Unless your intention is to address compliance with 14CFR §91.409 by other means, AC 43-211A should be applied.

The TBM700 Series Design Approval Holder's name is SOCATA. The inconsistency pointed out in SB 70-095-27 has been reported to SOCATA for corrective action.

No changes have been made to the Final AD in response to this comment.

