



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 17-029

Issued: 10 March 2017

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

SOCATA

Type/Model designation(s):

TB 9, TB 10, TB 200 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.378

Foreign AD: Not applicable

Supersedure: This AD supersedes DGAC France AD 94-264(A) R1 dated 09 October 1996.

ATA 57 – Wings – Wing Front Attachments – Inspection / Modification / Replacement

Manufacturer(s):

SOCATA (formerly EADS SOCATA, Société de Construction d'Avions de Tourisme et d'Affaires)

Applicability:

SOCATA TB 9, TB 10, TB 200 aeroplanes, all manufacturer serial numbers (MSN).

Reason:

During a scheduled maintenance inspection, cracks were found on the wing front attachments of a TB 10 aeroplane.

This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

Prompted by these findings, SOCATA issued Service Bulletin (SB) 10-081-57 to provide inspection and modification instructions, and DGAC France issued AD 94-264(A), later revised, to require repetitive inspections of wing front attachments of TB 9 and TB 10 aeroplanes (all MSN up to 822, with some excluded). That AD also required installation of reinforcement kits, applied as repair (if cracks were found) or as modification (if none), of the wing front attachments, on both wing and fuselage sides, and repetitive replacement of those reinforcements afterwards.



Since DGAC France AD 94-264(A) R1 was issued, cracks have been found on wing front attachments, on the wing side, on TB10 aeroplanes to which the AD did not apply, i.e. not subject to repetitive inspections as required by that AD. Consequently, SOCATA issued SB 10-081-57 Revision 2, extending the applicability to all TB 10 aeroplanes, as well as to TB 200 aeroplanes, and improving the repair solution of the wing front attachment on wing side.

For the reason described above, this AD retains the requirements of DGAC France AD 94-264(A) R1, which is superseded, expands the Applicability to all MSN for TB 9 and TB 10 aeroplanes and includes TB 200 aeroplanes, and requires an improved repair solution of the wing front attachment on wing side.

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

Required as indicated, unless accomplished previously:

Note: For the purpose of this AD, Group 1 aeroplanes are TB 9 aeroplanes, all MSN, and TB 10 aeroplanes, MSN 001 to 803 inclusive, 805, 806, 809 to 815 inclusive, and 820 to 822 inclusive. Group 2 aeroplanes are TB 10 aeroplanes, MSN 804, 807, 808, 816 to 819 inclusive, and MSN 823 to 2229 inclusive, and TB 200 aeroplanes, all MSN.

Wing front attachments on wing side – Group 1 and Group 2 aeroplanes (see Note of this AD)

Inspection(s):

- (1) For Group 1 and Group 2 aeroplanes: Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 2 000 flight hours (FH) or 3 000 landings (LDG), whichever occurs first, accomplish a dye penetrant inspection of the wing front attachments on wing side in accordance with the instructions of SOCATA SB 10-081-57 Revision 2.

Table 1 – Front Wing Attachment, Wing Side, Initial Inspection

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 2 000 FH or 3 000 LDG, whichever occurs first since aeroplane first flight
B	Group 1 aeroplanes: Within 100 FH after 17 December 1994 [the effective date of the original issue of France AD 94-264(A)], but not later than 31 October 1995
	Group 2 aeroplanes: Within 13 months after the effective date of this AD

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of SOCATA SB 10-081-57 Revision 2.

Modification(s):

- (3) For Group 1 and Group 2 aeroplanes: Unless already accomplished as required by paragraph (2) of this AD, before exceeding 8 000 FH or 12 000 LDG, whichever occurs first since aeroplane



first flight, reinforce the front attachment on wing side in accordance with the instructions of SOCATA SB 10-081-57 Revision 2.

Reinforcement Kit Repetitive Replacement:

- (4) For Group 1 and Group 2 aeroplanes: Within 4 000 FH or 6 000 LDG, whichever occurs first after accomplishment of the actions as required by paragraph (2) or (3) of this AD, as applicable, and, thereafter, at intervals not to exceed 4 000 FH or 6 000 LDG, whichever occurs first, replace the reinforced front attachment on wing side in accordance with the instructions of SOCATA SB 10-081-57 Revision 2.

Credit:

- (5) Inspections and corrective actions, accomplished before the effective date of this AD, in accordance with the instructions of SOCATA SB 10-081-57 original issue, or Revision 1, are acceptable to comply with the requirements of paragraphs (1), (2), (3) and (4) of this AD, as applicable. After the effective date of this AD, the inspections and applicable corrective actions as required by paragraph (1), (2), (3) and (4) of this AD, as applicable, must be accomplished in accordance with the instructions of SOCATA SB 10-081-57 Revision 2.

Wing front attachments on fuselage side – Group 1 aeroplanes (see Note of this AD)

Inspection(s):

- (6) For Group 1 aeroplanes: Within the compliance time as specified in Table 2 of this AD, and, thereafter, at intervals not to exceed 2 000 FH or 3 000 LDG, whichever occurs first, accomplish a dye penetrant inspection of the wing front attachments on fuselage side in accordance with the instructions of SOCATA SB 10-081-57.

Table 2 – Front Wing Attachment, Fuselage Side, Initial Inspection

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 2 000 FH or 3 000 LDG, whichever occurs first since aeroplane first flight
B	Within 100 FH after 17 December 1994 [the effective date of the original issue of France AD 94-264(A)], but not later than 31 October 1995

Corrective Action(s):

- (7) If, during any inspection as required by paragraph (6) of this AD, any crack is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of SOCATA SB 10-081-57.

Modification(s):

- (8) For Group 1 aeroplanes: Unless already accomplished as required by paragraph (7) of this AD, within the Compliance Time as specified in Table 3 of this AD, as applicable, reinforce the front attachment on fuselage side in accordance with the instructions of SOCATA SB 10-081-57.



Table 3 – Modification

Aeroplane Model(s)	MSN and Configuration	Compliance Time
TB 9 TB 10	MSN 001 to 399 inclusive, and 413, except those that have SOCATA OPT 10-9081-53 embodied	Before exceeding 4 000 FH or 6 000 LDG, whichever occurs first since aeroplane first flight
	MSN 001 to 399 inclusive, and 413, with SOCATA OPT 10-9081-53 embodied	
TB 9	MSN 400 to 412 inclusive, and 414 to 2229 inclusive	
TB 10	MSN 400 to 412 inclusive, 414 to 803 inclusive, 805, 806, 809 to 815 inclusive and 820 to 822 inclusive	

Reinforcement Kit Repetitive Replacement:

- (9) For Group 1 aeroplanes: Within 8 000 FH or 12 000 LDG, whichever occurs first after accomplishment of the actions as required by paragraph (7) or (8) of this AD, as applicable, and, thereafter, at intervals not to exceed 8 000 FH or 12 000 LDG, whichever occurs first, replace the reinforced front attachment on fuselage side in accordance with the instructions of SOCATA SB 10-081-57.

Terminating Action(s):

- (10) Accomplishment of corrective actions on an aeroplane, as required by paragraph (2) or (7) of this AD, as applicable, or modification of an aeroplane, as required by paragraph (3) or (8) of this AD, as applicable, does not constitute terminating action of the repetitive inspections required by paragraph (1) or (6) of this AD, as applicable, for that aeroplane.

Ref. Publications:

SOCATA SB 10-081-57 original issue dated October 1994, or Revision 1 dated August 1996, or Revision 2 dated January 2017.

SOCATA Technical Instruction OPT 10-9081-53 Revision 5 dated January 2017.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 07 April 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact:



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