



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-078**

**Issued: 06 June 2018**

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:**

DAHER AEROSPACE

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

TBM 700 aeroplanes

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

**TCDS Number(s):** EASA.A.010

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 79 – Oil – Oil Cooler Air Induction Duct – Modification

#### Manufacturer(s):

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

#### Applicability:

TBM 700 aeroplanes, all manufacturer serial numbers.

#### Definitions:

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

**The SB:** DAHER Aerospace Service Bulletin (SB) 70-254-79.

**Affected part:** Oil cooler air induction ducts, having part number (P/N) T700H792001900600, P/N T700H792001900400, P/N T700A7920040001, P/N T700H792001900200, P/N T700H792001900000, or P/N T700H792000900000.

**Groups:** Group 1 aeroplanes are those that have an affected part installed. Aeroplanes on which DAHER AEROSPACE modification (MOD) 70-0435-79 has been embodied in production, or DAHER AEROSPACE SB 70-231-79 original issue, or SB 70-219-24 original issue or revision 1, as applicable,



has been embodied in service are Group 1 aeroplanes. Group 2 aeroplanes are those that do not have an affected part installed. An aeroplane on which DAHER AEROSPACE MOD 70-0616-79 has been embodied in production is Group 2, provided the aeroplane remains in that configuration.

#### Reason:

During flight testing in icing conditions, oil temperature increase was observed. Subsequent investigation determined that the loss of efficiency of the oil cooler system was due to ice accumulation on the engine air induction duct fin.

This condition, if not corrected, could lead to uncommanded engine in-flight shut-down and reduced control of the aeroplane.

To address this potential unsafe condition, DAHER AEROSPACE developed MOD 70-0616-79 for aeroplanes in production, removing the 4 upper fins of the oil cooler air induction duct to avoid ice accumulation, available for in-service aeroplanes through the SB.

For the reasons described above, this AD requires modification of the oil cooler air induction duct.

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

Required as indicated, unless accomplished previously:

#### Modification:

- (1) For Group 1 aeroplanes: Within 2 months after the effective date of this AD, modify and re-identify the oil cooler air induction duct in accordance with the instructions of the SB.

#### Parts Installation:

- (2) Do not install an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.
  - (2.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.
  - (2.2) For Group 2 aeroplanes: From the effective date of this AD.

#### Ref. Publications:

DAHER AEROSPACE SB 70-254-79 original issue dated April 2018.

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

#### Remarks:

1. This Proposed AD will be closed for consultation on 20 June 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, 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.

or for the U.S.A.:

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