



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-027

Issued: 18 February 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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: This AD supersedes DGAC France AD F-2003-366 R1 (EASA approval 2004-11116) dated 24 November 2004.

ATA 55 – Stabilizers – Vertical Stabilizer Attachment Fittings – Inspection / Modification

Manufacturer(s):

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

Applicability:

TBM 700 aeroplanes, manufacturer serial numbers 001 through 308 inclusive and 310.

Definitions:

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

The inspection SB: EADS SOCATA or DAHER Aerospace Service Bulletin (SB) 70-104-55.

The modification SB: DAHER Aerospace SB 70-255-55.

Affected part: Vertical Stabilizer Attachment Fittings having Part Number (P/N) T700A5530072101, T700A5530073000, T700A5340023100, T700A5340052100, T700A5530072100, as applicable.



Serviceable part: Vertical Stabilizer Attachment Fittings having P/N T700A553007300151, P/N T700A553007210251, P/N T700A534009810000 or P/N T700A534009910000, as applicable.

Reason:

Cracks were found on a vertical stabilizer attachment fitting on a TBM 700 aeroplane in service. Investigation results showed that these were due to corrosion.

This condition, if not detected and corrected, could reduce the structural integrity of the vertical stabilizer.

To address this unsafe condition, EADS SOCATA issued the inspection SB (later revised) to provide inspection instructions, and DGAC France issued AD F-2003-366 (later revised) to require repetitive special detailed inspections (SDI) of the affected parts, and, depending on findings, accomplishment of applicable corrective action(s).

Since DGAC France AD F-2003-366 R1 was issued, DAHER published the modification SB, providing instructions for installation of new fittings made from material that has improved corrosion resistance.

For the reasons described above, this AD retains the requirements of DGAC France AD F-2003-366 R1 (EASA approval 2004-11116), which is superseded, introducing reference to that modification as optional terminating action. This AD also includes some editorial changes, introducing the latest AD writing standards, without changing the requirements.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 600 flight hours (FH) after 11 October 2003 [the effective date of the original issue of DGAC France AD F-2003-366] and, thereafter, at intervals not to exceed 1 200 FH or 24 months, whichever occurs first, accomplish an SDI of affected parts in accordance with the instructions of the inspection SB.

Corrective Action(s):

- (2) If, during any SDI as required by paragraph (1) of this AD, any discrepancy, as defined in the inspection SB, is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB.

Terminating Action:

- (3) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive SDI as required by paragraph (1) of this AD for that aeroplane.
- (4) Modification of an aeroplane by replacing each affected part with a serviceable part in accordance with the instructions of the modification SB constitutes terminating action for the repetitive SDI as required by paragraph (1) of this AD for that aeroplane.



Part(s) Installation:

- (5) After modification of an aeroplane as specified in paragraph (4) of this AD, do not install on that aeroplane an affected part, nor a vertical stabilizer equipped with an affected part.

Ref. Publications:

EADS SOCATA SB 70-104-55 original issue dated June 2003, or Revision 1 dated August 2004, or Revision 2 dated January 2007, or Revision 3 dated December 2007, or DAHER Aerospace SB 70-104-55 Revision 4 dated December 2018.

DAHER Aerospace SB 70-255-55 original issue dated December 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 18 March 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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,
 E-mail: TBMCare@daher.com.

 or for North America:
 DAHER AIRCRAFT INC., 601 NE 10 Street, Pompano Beach, Florida 33060,
 United States of America, Telephone +1 (954) -366-3331,
 E-mail: TBMCare@daher.com.

