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|  | AIRWORTHINESS DIRECTIVE No F-2003-368 R2 | | Distribution: A | Issue date: March 03, 2004 | Page : 1/2 |
| | Direction générale de l'aviation civile France GSAC publication | This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft.. | | <i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i> | |
| 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. | | | | | |
| Corresponding foreign Airworthiness Directive(s): Not applicable | | | Airworthiness Directive(s) replaced: 2003-368 R1 | | |
| Person in charge of airworthiness: EADS SOCATA | | | Type(s): TB9, TB10, TB200, TB20 and TB21 aeroplanes | | |
| Type certificate(s) No. 165 TCDS No 165 | | | | | |
| ATA chapter: 27 | | Subject: Flight controls - Gimbal joint aileron and elevator control inspection | | | |

1. EFFECTIVITY:

EADS SOCATA TB9, TB10, TB200, TB20 and TB21 aeroplanes all serial numbers on which change n° MOD 10-0209-27 or Service Bulletin (SB) n° BS 10-140 have not been performed.

2. REASONS:

A disconnecting of the aileron gimbal joint due to the failure of shear pin which may lead to the loss of aircraft roll control. The gimbal joint of the elevator which has a similar conception may have the same problems.

The purpose of this Revision 2 is to exclude from aircraft effectivity, the ones being modified according to change n° MOD 10-0209-27 or Service Bulletin (SB) n° BS 10-140 which brings a definite solution to the problem.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:


The following measures are made mandatory from the effective date of this AD:

3.1. Within 300 flight hours or 12 months (whichever occurs first) following the aircraft delivery or the latest replacement done of the 3 gimbal joints of aileron and elevator controls

or

Within 50 flight hours from the effective date of this AD (whichever occurs later), inspect the gimbal joints according to the instructions of EADS SOCATA Service Bulletin in reference

3.2. Repeat this inspection at intervals not exceeding 110 flight hours or 14 months, whichever occurs first.

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4. REFERENCE PUBLICATION:

Service Bulletin EADS SOCATA TB n° 10-130 Rev. 2 dated January, 2004.

5. EFFECTIVE DATES:

Original issue : October 11, 2003

Revision 1 : October 25, 2003

Revision 2 : March 13, 2004.

6. REMARKS:

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7. APPROVAL:

This AD is approved under EASA reference No 2004-1614 dated February 24, 2004.