


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No : 2008-0081-E</b></p> <p><b>Date: 25 April 2008</b></p>
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.	
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s):</b>
EADS SOCATA	TBM 700 N aircraft
TCDS Number: EASA A.010	
Foreign AD Nr: Not Applicable	
Supersedure: None	
<b>ATA 53</b>	<b>Fuselage – Emergency Landing Gear By-pass Selector &amp; Floor Panel – Inspection / Modification</b>
Manufacturer:	EADS SOCATA
Applicability:	TBM 700 N (commercial designation TBM 850) aircraft, serial numbers 364, 367 and 370 to 435 inclusive.
Reason:	<p>It has been discovered that a risk of mechanical interference exists in the movement of the emergency landing gear by-pass selector, due to an insufficient functional gap between a floor panel attachment lug and the landing gear control button.</p> <p>This condition, if not corrected, causes mechanical interference which could result in a situation where, during emergency procedures, the landing gear cannot be extended.</p> <p>For the reasons described above, this EASA Emergency Airworthiness Directive (AD) requires a check of the gap between the landing gear control button and the floor panel and, if the gap is found to be insufficient, modification of the floor panel.</p>
Effective Date:	29 April 2008
Compliance:	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For aircraft on which the affected floor panel has been removed during maintenance and aircraft for which it cannot be determined that any such removal did not occur:</p> <p>Before next flight after the effective date of this AD, check the gap between the landing gear control button and the floor panel in accordance with paragraph (§) A of the Accomplishment Instructions of EADS SOCATA Service Bulletin (SB) 70-154-53 and, if the gap is found to be insufficient, modify the floor panel in accordance with § C of the Accomplishment Instructions of EADS SOCATA SB 70-154-53;</p>

	<p><b>Note:</b> As specified in § B of the Accomplishment Instructions of EADS SOCATA SB 70-154-53, a single ferry flight with landing gear extended is allowed to reach a maintenance center where the inspection/modification as required by § (1) of this AD can be accomplished.</p> <p>(2) For aircraft on which the affected floor panel has not been removed during maintenance:</p> <p>At next scheduled inspection after the effective date of this AD, but not later than 31 May 2009, modify the floor panel in accordance with § C of the Accomplishment Instructions of EADS SOCATA SB 70-154-53.</p>
Ref. Publications:	<p>EADS SOCATA Service Bulletin N° 70-154-53 dated April 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can accept alternative Methods of compliance for this AD.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification</li> <li>3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA; E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact:</li> </ol> <p>EADS SOCATA – Direction des Services – 65921 Tarbes Cedex 9 – France; Telephone +33 (0)5 62 41 73 00; Facsimile +33 (0)5 62 41 76 54.</p> <p>Or for North America :</p> <p>SOCATA AIRCRAFT, INC. – North Perry Airport – 7501 South Airport Road, Pembroke Pines, Florida 33023, United State of America; Telephone +1 (954) 893 1400; Facsimile +1 (954) 964 4141.</p>