


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0006</p> <p>Date: 13 January 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Type Approval Holder's Name :		Type/Model designation(s) :
EADS SOCATA		TBM700 N
TCDS Number : EASA.A.010		
Foreign AD : Not Applicable		
Supersedure: None		
ATA 92 Wiring Elements- Wiring Harness between Frames C14 and C17 - Inspection / Re-routing		
Manufacturer(s):	EADS SOCATA	
Applicability:	Model TBM700 N aircraft from serial number (s/n) 434 to 478 inclusive. NOTE: TBM 850 is the commercial designation of the TBM700N.	
Reason:	<p>A damaged wiring harness which caused the air conditioning system circuit breaker to trip and evidencing a local overheating has been found on an in-service aircraft.</p> <p>The investigation revealed that the damage (chafed wires) found on the wiring harness resulted from an interference with the under-floor attachment fittings of the cabin partition net which was due to an incorrect routing of the harness while on the production line.</p> <p>Such conditions could result in an electrical short and potential loss of several functions essential for the safety of flight.</p> <p>For the reason stated above, this AD mandates inspection of the electrical wiring harness, and if necessary a rework of its routing.</p>	
Effective Date:	27 January 2009	

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Within 100 Flight Hours or 12 Months, whichever occurs first, after the effective date of this AD, inspect for condition and routing the electrical wiring harness at frame C14 and between frames C16 and C17, in accordance with the accomplishment instructions of EADS SOCATA Service Bulletin (SB) 70-163-92.</p> <p>If any discrepancy in the harness routing or any chafed wire is found, before further flight, repair and re-route the electrical harness as instructed in the EADS SOCATA SB 70-163-92.</p>
<p>Ref. Publications:</p>	<p>EADS SOCATA Service Bulletin 70-163-92, initial issue</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 05 December 2008 as PAD 08-137 for consultation until 02 January 2009. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, please contact: <p>EADS SOCATA – Direction des Services – 65921 Tarbes Cedex 9 – France Tel. : +33 (0)5 62 41 73 00 Fax : +33 (0)5 62 41 76 54 or for the U.S.A</p> <p>SOCATA AIRCRAFT, INC. – North Perry Airport – 7501 South Airport Rd. Pembroke Pines, FL 33023 – United States of America Tel.: 1 (954) 893 1400 Fax: 1 (954) 964 4141</p>