


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-052</p> <p>Date: 09 April 2013</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>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 closing date indicated.</p>	
Design Approval Holder's Name: SOCATA	Type/Model designation(s): TBM 700 aeroplanes
TCDS Number: EASA A.010	
Foreign AD: Not applicable	
Supersedure: This AD supersedes DGAC France AD 2004-134 (EASA Approval 2004-8063) dated 04 August 2004.	
ATA 27	Flight Control – Flap Actuator – Inspection / Replacement
Manufacturer(s):	SOCATA (formerly EADS SOCATA)
Applicability:	SOCATA TBM 700 aeroplanes, all manufacturer serial numbers.
Reason:	<p>In 2003, an excessive wear of the inner flap actuator drive nut was detected, which was increased by grease pollution.</p> <p>This condition, if not detected and corrected, may lead to an improper play between the actuator threaded rod and the drive nut which could result in loss of flap control, ultimately reducing control of the aeroplane.</p> <p>To address this unsafe condition, DGAC France issued AD 2004-134, requiring repetitive inspections and cleaning of the flap actuators.</p> <p>After that AD was issued, further analyses have been performed in the frame of an improvement of the TBM 700 Aircraft Maintenance Program. The results of these analyses revealed that the inspection threshold and interval allowing a timely detection of wears and the accomplishment of an applicable corrective action can be extended. Prompted by these results, SOCATA issued Revision 01 of Service Bulletin (SB) 70-118-27.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 2004-134, which is superseded, but extends the inspection thresholds and intervals.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before the accumulation of 200 flight hours (FH) or 12 months, whichever occurs first, since the first installation of left hand (LH) or right hand (RH) inner flap actuators on an aeroplane and thereafter, at intervals not to exceed 200 FH or 12 months, whichever occurs first, clean and lubricate LH or RH inner actuator rods in accordance with the instructions of SOCATA SB 70-118-27. (2) Within 1 200 FH since first installation of LH or RH inner flap actuators on an aeroplane, and thereafter, at intervals not to exceed 200 FH or 12 months, whichever occurs first, for each inner flap actuator check play between the drive nut and the internal actuator rod in accordance with the instructions of SOCATA SB 70-118-27. <p>Note: The non-cumulative tolerance as defined in SOCATA TBM 700 Maintenance Manual may be applied to the actions specified in paragraphs (1) and (2) of this AD.</p> <ol style="list-style-type: none"> (3) If during any check as required by paragraph (2) of this AD, a discrepancy is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of SOCATA SB 70-118-27. (4) Accomplishment of corrective actions as required by paragraph (2) of this AD does not constitute terminating actions for the check as required by paragraph (2) of this AD.
<p>Ref. Publications:</p>	<p>SOCATA SB 70-118-27 Original issue dated May 2004, or Revision 1 dated August 2012.</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. This Proposed AD will be closed for consultation on 07 May 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: 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 SOCATA NORTH AMERICA, North Perry Airport, 7501 South Airport Road, Pembroke Pines, Florida 33023, The United States of America. Tel.: +1 (954) 893 1400 Fax: +1 (954) 964 4141.