

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0104R1 [Correction: 25 October 2013]</p> <p>Date: 24 May 2013</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 EU 748/2012, 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 AD applies, except in accordance with the requirements of that AD, 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>	
<p>Design Approval Holder's Name: SOCATA</p>	<p>Type/Model designation(s): TBM 700 aeroplanes</p>
TCDS Number:	EASA A.010
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2013-0104 dated 13 May 2013.
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 were 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For the reasons described above, this AD retains the requirements of DGAC France AD 2004-134, which is superseded, but extends the inspection thresholds and intervals.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> <p>This AD has been revised to introduce, for the initial inspection as required by this AD, a grace period of 300 FH since the last actuator play check performed in accordance with SOCATA SB 70-118-27.</p>

	This AD has been re-published to correct a typo and a paragraph reference in the required actions, paragraph (4).
Effective Date:	27 May 2013
Required Action(s) and Compliance Time(s):	<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 or within 300 FH since the last actuator play check accomplished in accordance with SOCATA SB 70-118-27, as applicable, 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 (3) of this AD does not constitute terminating action for the check as required by paragraph (2) of this AD.
Ref. Publications:	<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>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 09 April 2013 as PAD 13-052 for consultation until 07 May 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: <p>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,</p> <p>or for the U.S.A,</p> <p>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.</p>