


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-053</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 2000-409(A)R1 dated 19 September 2001.	
ATA 57	Wings – Flap Carriages – Modification / Inspection / Replacement
Manufacturer(s):	SOCATA (formerly EADS SOCATA)
Applicability:	SOCATA TBM 700 aeroplanes, manufacturer serial numbers (MSN): 1 through 173 inclusive, except MSN 165.
Reason:	<p>In 2000, possible loosening of flap carriage attaching bolts was identified on TBM 700 aeroplanes.</p> <p>This condition, if not detected and corrected, could lead to loss of bolts and consequent dissymmetry of flap position, or in-flight loss of one flap, which would result in reduced control of the aeroplane.</p> <p>To address this unsafe condition, DGAC France issued AD 2000-409 (later revised to R1) to require repetitive inspections and, depending on findings, the accomplishment of corrective actions.</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. As a result, it was revealed that the inspection threshold and interval allowing a timely detection of the unsafe condition and the accomplishment of an applicable corrective action can be extended. Prompted by these results, SOCATA issued Revision 2 of Service Bulletin (SB) 70-087-57.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 2000-409(A)R1, which is superseded, but extends the inspection thresholds and intervals.</p>

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next flight after the 29 September 2001 [the effective date of DGAC France AD 2000-409(A)R1], modify attaching devices of inboard, central and outboard flap carriages in accordance with the instructions of SOCATA SB 70-087-57. (2) Within 200 flight hours (FH) or 12 months, whichever occurs first after modification of an aeroplane as required by paragraph (1) of this AD, and, thereafter, at intervals not to exceed 200 FH or 12 months, whichever occurs first, accomplish a detailed visual inspection of red paint marks alignment on inboard, central and outboard flap carriages and bolt heads in accordance with the instructions of SOCATA SB 70-087-57. <p>Note: The non-cumulative tolerance as defined in SOCATA TBM 700 Maintenance Manual may be applied to the inspection interval specified in paragraph (2) of this AD.</p> <ol style="list-style-type: none"> (3) If, during any inspection 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 70-087-57. (4) Accomplishment of corrective actions, as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (2) of this AD.
Ref. Publications:	<p>SOCATA SB SB 70-087-57 Original issue dated September 2000, or Revision 1 dated November 2000, or Revision 2 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. 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: <p>SOCATA, Direction des services, 65921 Tarbes Cedex 9, France.</p> <p>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.</p> <p>Tel.: +1 (954) 893 1400 Fax: +1 (954) 964 4141.</p>