
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/TB10/20 Amdt 2 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Aerospatiale (Socata) TB9 and TB10 (Tobago) Series Aeroplanes

**AD/TB10/20
Amdt 3**

Exhaust System Clamp Locknuts

2/2007

Applicability: All TB10 aircraft - except the aircraft incorporating:

HSJ Aviation (HSJ) Engineering Order HSJ 1289 or Auto Avia Drawings 92/334/D1 or 92/334/DR Issue 2, and HSJ Engineering Order HSJ 1486; or

Aircraft Exhausts Australia (AEA) modified 'slip joint' exhaust system in accordance with AEA Service Bulletin (SB) 4147SJ/1 original issue or later CASA approved revisions.

Requirement: Inspect, modify and assemble the exhaust system in accordance with SOCATA Service Bulletin (SB) No. SB 10-073-78 Amendment 2 or later DGAC approved revisions.

Note: DGAC Airworthiness Directive 92-206(A) R3 refers.

Compliance: Within 50 hours time in service after the effective date of this Directive, unless previously accomplished in accordance with earlier amendments of this AD; and repetitively thereafter at each disassembly of the exhaust system.

This Amendment becomes effective on 15 February 2007.

Background: This AD was originally issued to address concern for the integrity of the TB10 exhaust system following two TB10 exhaust system in-flight separation events in Australia.

The current Amendment updates the applicability list and excludes TB10 aircraft incorporating AEA modified 'slip joint' exhaust system from AD Requirements.

Amendment 2 reflected the manufacturer's second revision of the requirement document and became effective on 24 April 1997.

Amendment 1 of the AD reflected the manufacturer's revision to the part numbers of the replacement exhaust pipe and the long manifold to exhaust pipe clamps. Amendment 1 became effective on 28 March 1996.

Aerospatiale (Socata) TB9 and TB10 (Tobago) Series Aeroplanes

AD/TB10/20 Amdt 3 (continued)

The original issue of this Airworthiness Directive became effective on 26 May 1994.

A handwritten signature in black ink, appearing to read 'James Coyne', with a stylized flourish at the end.

James Coyne
Delegate of the Civil Aviation Safety Authority

4 January 2007