
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/TB10/35 Amdt 1 and issues the following AD under subregulation 39.1 (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.

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

AD/TB10/35 Aileron and Elevator Control Gimbal Joint 4/2004
Amdt 2

Applicability: All Model TB9 and TB10 aircraft, without MOD 10-0209-27 or Service Bulletin No. BS 10-140 incorporated.

Requirement: Inspect the aileron and elevator control gimbal joints in accordance with Socata Service Bulletin TB No. 10-130 Revision 2, dated January 2004.

Note: DGAC AD F-2003-368 R2 refers.

Compliance: 1. Within 300 flight hours or 12 months, whichever occurs first; following delivery of the aircraft or replacement of an aileron or elevator gimbal joint;

or

Within 50 flight hours after 27 November 2003, whichever occurs later.

2. Repeat thereafter at intervals not to exceed 110 flight hours or 14 months, whichever occurs first.

The compliance times remain unchanged by this issue.

This Amendment becomes effective on 15 April 2004.

Background: Failure of an aileron control gimbal joint shear pin could result in disconnection of the joint and consequent loss of control. This Directive requires inspection of the shear and joint pins for security and the application of paint witness marks to the pins.

Amendment 1 extended the inspection to the elevator control gimbal joints and changed compliance times.

Amendment 2 is issued in response to a revision of the related DGAC AD, which changes aircraft applicability to exclude aircraft that have the terminating modification for the requirements of this Directive incorporated.

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

AD/TB10/35 Amdt 2 (continued)

The original issue of this Airworthiness Directive became effective on 11 July 2002.



David Villiers
Delegate of the Civil Aviation Safety Authority

5 March 2004