


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2010-0090</b></p> <p><b>Date: 18 May 2010</b></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 EC 1702/2003, 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><b>Type Approval Holder's Name :</b> SOCATA</p>	<p><b>Type/Model designation(s) :</b> TBM 700 aeroplanes</p>	
<p>TCDS Number : EASA A.010</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This AD supersedes EASA AD 2009-0096R1 dated 10 July 2009</p>		
<p><b>ATA 35</b></p>	<p><b>Oxygen - Chemical Oxygen Generator - Modification</b></p>	
<p>Manufacturer(s):</p>	<p>SOCATA (formerly EADS SOCATA)</p>	
<p>Applicability:</p>	<p>TBM 700A and TBM700B aeroplanes, s/n 1 to 204, 206 to 239 and 241 to 243 included, equipped with chemical oxygen system (B/E Aerospace, formerly Puritan Bennett).</p> <p>Note: For this system, the oxygen masks at front seats are located under R.H. station seat.</p>	
<p>Reason:</p>	<p>During a SOCATA flight test, it was noted some difficulties for the pilot to release oxygen. After investigation it was found that, due to the design of the oxygen generator release pin, one of the mask's lanyard linked to the pin could be jammed when it is pulled by a pilot or a passenger.</p> <p>This condition, if not corrected, would lead, in case of an emergency procedure due to decompression, to a risk of generator fault with subsequent lack of oxygen on crew and/or passenger.</p> <p>For the reason described above, SOCATA released Pilot Operating Handbook (POH) Temporary Revision (TR) 03 which asks, in case of failure to release oxygen, to pull on the other mask lanyard in order to activate the oxygen generator. The Emergency AD 2009-0096-E was issued to mandate the follow-up of these actions by the operators in case of failure. This EAD was subsequently revised into AD 2009-0096R1 in order to clarify the applicability.</p> <p>A SOCATA modification enabling to solve this issue has been developed. Consequently, this new AD, superseding EASA AD 2009-0096R1 retaining its requirements, requires implementing the modification which is a terminating action.</p>	

Effective Date:	01 June 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>(1) Before next flight after 23 April 2009 (effective date of EASA AD 2009-0096R1), revise the procedure "Oxygen Use" in paragraph 3.13 of the Pilot Operating Handbook (POH) to include the following statement:</p> <p style="text-align: center;"><b>IN CASE OXYGEN GENERATOR FAILS TO ACTIVATE PULL ON THE OTHER LANYARD</b></p> <p>Inserting a copy of this AD into the POH is an acceptable means to comply with the requirement of paragraph (1) of this AD.</p> <p>(2) Upon reception of Temporary Revision (TR) 03 to TBM700 A and B Pilot's Operating Handbook (POH), insert the TR 03 into the POH and remove the AD from the Operating Handbook.</p> <p>Note: Before every flight, it is the crew responsibility to warn passengers of the way to properly activate oxygen generator.</p> <p>(3) Within 7 months or 100 Flight Hours after the effective date of this AD, whichever occurs first, replace the existing oxygen generator release pin with an open pin P/N T700A351004410000, in accordance with the accomplishment instructions of SB No.70-168-35 initial issue.</p> <p>(4) Upon replacement of the existing oxygen generator release pin with an open pin P/N T700A351004410000, in accordance with the accomplishment instructions of SB No.70-168-35, remove the change as introduced by paragraph (1) and remove EASA AD 2009-0096R1 from the Operating Handbook.</p> <p>(5) After the effective date of this AD, do not install in an aeroplane any oxygen generator release pin P/N T700A3510038100.</p>
Ref. Publications:	<p>SOCATA TBM700 A and B Pilot's Operating Handbook Temporary Revision 3 dated March 2009.</p> <p>SOCATA Service Bulletin No.70-168-35 initial issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 09 April 2010 as PAD 10-031 for consultation until 07 May 2010. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: <ul style="list-style-type: none"> <li>SOCATA- Direction des services-65921 Tarbes Cedex 9-France</li> <li>Tel. 33 (0) 62 41 73 00 Fax : + 33 (0) 62 41 76 54</li> <li>or for the U.S.A</li> <li>SOCATA NORTH AMERICA-North Perry Airport-7501 South Airport Rd.</li> <li>Pembroke Pines, FL 33023-United States of America</li> <li>Tel.: 1 (954) 893 1400 Fax: 1 (954) 964 4141</li> </ul> </li> </ol>