EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0130 **Date: 08 July 2011** 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.

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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
SOCATA	TBM700 aeroplanes

TCDS Number :	EASA A.010
Foreign AD :	Not applicable
Supersedure :	None

ATA 34	**Navigation – Standby Compass Lighting – Modification**
Manufacturer(s):	SOCATA (formerly EADS SOCATA)
Applicability:	SOCATA TBM700 aeroplanes, variants TBM700 B, TBM700 N, serial numbers (S/N) 148; from 434 to 572 inclusive; 574 and 576.
Reason:	A TBM700 operator reported an occurrence where, as a result of handling the standby compass lighting bulb cover in flight, both essential bus bars (ESS BUS 1 and ESS BUS 2) failed, leading to the loss of a number of instruments and navigation systems. The technical investigations carried out by SOCATA have shown that the cause of this occurrence was that the electrical protection of some TBM 700 aeroplanes is insufficient to allow in-flight handling of the standby compass lighting cover when energized. This condition, if not corrected, may compromise the ability of the pilot to safely operate the aeroplane under certain flight conditions due to the increase of workload. To address this unsafe condition, SOCATA have developed a modification which consists of installing a protection fuse on the wire at the standby compass connector, introduced by SOCATA Service Bulletin (SB) 70-192-34. For the reasons described above, this AD requires installation of a protection of the electrical wire at the standby compass connector.
Effective Date:	22 July 2011

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 6 months after the effective date of this AD, install a protection fuse on the wire at the standby compass connector in accordance with the accomplishment instructions of SOCATA SB 70-192-34.
Ref. Publications:	SOCATA Service Bulletin 70-192-34 original issue dated April 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 06 June 2011 as PAD 11-059 for consultation until 04 July 2011. 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: SOCATA, Direction des services, 65921 Tarbes Cedex 9, France.Tel. +33 (0) 62 41 73 00, Fax : + 33 (0) 62 41 76 54. or for the U.S.A., 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.