


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0105</p> <p>Date: 13 May 2013</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 EU 748/2012, 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>Design Approval Holder's Name: SOCATA</p>		<p>Type/Model designation(s): TBM 700 aeroplanes</p>
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 were 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For the reasons described above, this AD retains the requirements of DGAC France AD 2000-409(A)R1, which is superseded, but extends the inspection thresholds and intervals.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:	27 May 2013
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 mark 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 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 09 April 2013 as PAD 13-053 for consultation until 07 May 2013. 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: <p>SOCATA, Direction des services, 65921 Tarbes Cedex 9, France. 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. Tel.: +1 (954) 893 1400, Fax: +1 (954) 964 4141.</p>