



Airworthiness Directive

AD No.: 2019-0070

Issued: 28 March 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

DAHER AEROSPACE

Type/Model designation(s):

TBM 700 aeroplanes

Effective Date: 11 April 2019

TCDS Number(s): EASA.A.010

Foreign AD: Not applicable

Supersedure: This AD supersedes DGAC France AD F-2003-366 R1 (EASA approval 2004-11116) dated 24 November 2004.

ATA 55 – Stabilizers – Vertical Stabilizer Attachment Fittings – Inspection / Modification

Manufacturer(s):

Compagnie DAHER, formerly SOCATA, EADS SOCATA, Société de Construction d'Avions de Tourisme et d'Affaires

Applicability:

TBM 700 aeroplanes, manufacturer serial numbers 001 through 308 inclusive and 310.

Definitions:

For the purpose of this AD, the following definitions apply:

The inspection SB: EADS SOCATA or DAHER Aerospace Service Bulletin (SB) 70-104-55.

The modification SB: DAHER Aerospace SB 70-255-55.

Affected part: Vertical Stabilizer Attachment Fittings having Part Number (P/N) T700A5530072101, T700A5530073000, T700A5340023100, T700A5340052100, T700A5530072100, as applicable.



Serviceable part: Vertical Stabilizer Attachment Fittings having P/N T700A553007300151, P/N T700A553007210251, P/N T700A534009810000 or P/N T700A534009910000, as applicable.

Reason:

Cracks were found on a vertical stabilizer attachment fitting on a TBM 700 aeroplane in service. Investigation results showed that these were due to corrosion.

This condition, if not detected and corrected, could reduce the structural integrity of the vertical stabilizer.

To address this unsafe condition, EADS SOCATA issued the inspection SB (later revised) to provide inspection instructions, and DGAC France issued AD F-2003-366 (later revised) to require repetitive special detailed inspections (SDI) of the affected parts, and, depending on findings, accomplishment of applicable corrective action(s).

Since DGAC France AD F-2003-366 R1 was issued, DAHER published the modification SB, providing instructions for installation of new fittings made from material that has improved corrosion resistance.

For the reasons described above, this AD retains the requirements of DGAC France AD F-2003-366 R1 (EASA approval 2004-11116), which is superseded, introducing reference to that modification as optional terminating action. This AD also includes some editorial changes, introducing the latest AD writing standards, without changing the requirements.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 600 flight hours (FH) after 11 October 2003 [the effective date of the original issue of DGAC France AD F-2003-366] and, thereafter, at intervals not to exceed 1 200 FH or 24 months (see Note 1 of this AD), whichever occurs first, accomplish an SDI of affected parts in accordance with the instructions of the inspection SB.

Note 1: A non-cumulative tolerance of 30 days / 10 FH may be applied to the compliance times specified in paragraph (1) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a noncumulative tolerance is already granted in the applicable Maintenance Manual.

Corrective Action(s):

- (2) If, during any SDI as required by paragraph (1) of this AD, any discrepancy, as defined in the inspection SB, is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB.

Terminating Action:

- (3) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive SDI as required by paragraph (1) of this AD for that aeroplane.



- (4) Modification of an aeroplane by replacing each affected part with a serviceable part in accordance with the instructions of the modification SB constitutes terminating action for the repetitive SDI as required by paragraph (1) of this AD for that aeroplane.

Part(s) Installation:

- (5) After modification of an aeroplane as specified in paragraph (4) of this AD, do not install on that aeroplane an affected part, nor a vertical stabilizer equipped with an affected part.

Ref. Publications:

EADS SOCATA SB 70-104-55 original issue dated June 2003, or Revision 1 dated August 2004, or Revision 2 dated January 2007, or Revision 3 dated December 2007, or DAHER Aerospace SB 70-104-55 Revision 4 dated December 2018.

DAHER Aerospace SB 70-255-55 original issue dated December 2018.

The use of later approved revisions of the above-mentioned documents 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 18 February 2019 as PAD 19-027 for consultation until 18 March 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact:
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