

Aerospatiale (Socata) TBM 700 Series Aeroplanes

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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/TBM 700/12 and issues the following AD under subregulation 39.1 (1) of CAR 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.

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**AD/TBM 700/12**  
**Amdt 1**

**Flap Rail Fittings**

**5/2000**

**Applicability:** All TBM 700 aircraft without Modification No. 70-059-57 (replaces the original flap rail fittings) embodied.

**Requirement:** Visually inspect the inboard, centre and outboard flap rail fitting lugs on the left and right hand flaps, in accordance with SOCATA Service Bulletin SB 70-058-57.

*Note: French DGAC AD 2000-127(A) refers.*

**Compliance:** Inspect aircraft:

- a. with more than 300 hours time in service since compliance with the initial issue of this Directive; before further flight after 18 May 2000, or
- b. with less than 300 hours total time in service, or less than 300 hours time in service since compliance with the initial issue of this Directive; at the next inspection for Maintenance Release issue after 18 May 2000, and
- c. thereafter at intervals not exceeding 300 hours time in service.

This Amendment becomes effective on 18 May 2000.

**Background:** The initial issue of this directive was to verify the integrity of the flap rail fittings.

Amendment 1 is raised to provide either terminating action through modification, or a requirement to continually inspect. DGAC AD 95-033(B) has been superseded by the referenced DGAC AD.

The original issue of this Airworthiness Directive became effective on 25 May 1995.



Bernard Malcolm Hole  
Delegate of the Civil Aviation Safety Authority

4 April 2000