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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/TBM 700/34 and issues the following AD under subregulation 39.001(1) of CASR 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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### Aerospatiale (Socata) TBM 700 Series Aeroplanes

**AD/TBM 700/34**                      **Pilot Seat & Front Passenger Seat**                      **4/2008**  
**Amdt 1**

Applicability:    Model TBM 700 C2 aircraft, all serial numbers.

Model TBM 700 C1 aircraft, equipped with modification OPT 70 01-029 (Provisions for T700 C2).

- Requirement:    1. Action in accordance with the Accomplishment Instructions of EADS SOCATA Alert Service Bulletin No. 70-121 original issue.
2. Update the Pilot's Operating Handbook (POH) by inserting Revision 5 into the TBM 700 C1 POH, and as appropriate, Supplement 41 Revision 5 into the TBM 700 C1 POH (for TBM 700 C2 aircraft).

*Note: EASA AD 2008-0029 refers.*

- Compliance:    1. Before the next flight after 2 June 2004, and during each subsequent seat adjustment after 2 June 2004; until Requirement 2 is accomplished.
2. Within 30 days after 10 April 2008, unless already accomplished.

The compliance time for Requirement 1 remains unchanged by this issue of the Directive.

This Amendment becomes effective on 10 April 2008.

Background:    A case of pilot seat unlocking occurred during a test flight at the manufacturer's facility. It was determined that interference can occur between a side upholstery panel and the seat housing in low and intermediate adjustment positions, and can result in the seat not locking in the tracks.

**Aerospatiale (Socata) TBM 700 Series Aeroplanes**

AD/TBM 700/34 Amdt 1 (continued)

Amendment 1 is issued in response to a new EASA AD, which requires incorporation of the seat adjustment procedure into the pilot's operating handbooks.



David Villiers  
Delegate of the Civil Aviation Safety Authority

26 February 2008