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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 issues the following Airworthiness Directive (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 700/47**

**Passenger Door Locking Handle**

**9/2007**

**Applicability:** Model TBM 700A aircraft, serial numbers 1 through 9, 11 through 17, 19 through 22, 25 through 27, 29 through 31, 33, 34, 38, 46, and 49, without retrofit modification MOD70-019-25 (PPI Interiors) incorporated; and equipped with an interior push-button type unlocking device handle.

*Note: Aircraft with lever type unlocking device handle are not affected by the requirements of this Directive.*

**Requirement:**

1. Check the passenger door handle locking in accordance with Paragraph A of the Accomplishment Instructions of EADS SOCATA Service Bulletin SB 70-150 original issue, or later EASA approved revision.

If any discrepancy is detected, flights may be performed with only flight deck seats occupied; until Requirement 2 is accomplished.

2. Modify the window trim panel in accordance with Paragraph B of the Accomplishment Instructions of SB 70-150 original issue, or later EASA approved revision.

*Note: EASA AD 2007-0172-E refers.*

**Compliance:**

1. During each pre-flight inspection after 30 August 2007; until compliance with Requirement 2.

2. Within 12 months after 30 August 2007.

This Airworthiness Directive becomes effective on 30 August 2007.

**Background:** A report was received of the upper access door opening handle being able to be operated without activating the unlocking knob. Investigation identified the cause as interference between the window trim panel and the handle locking mechanism.



David Villiers  
Delegate of the Civil Aviation Safety Authority

11 July 2007