
AIRWORTHINESS DIRECTIVE

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.

Aerospatiale (Socata) TBM 700 Series Aeroplanes**AD/TBM 700/51****Wiring Harness Inspection****3/2009**

Applicability: Model TBM700 N aeroplanes serial numbers 434 to 478 inclusive.

Note 1: TBM 850 is the commercial designation of the TBM700 N.

- Requirement:
1. Inspect for condition and routing of the electrical wiring harness at frame C14 and between frames C16 and C17, in accordance with the accomplishment instructions of EADS SOCATA Service Bulletin (SB) 70-163-92 dated November 2008 or later revision approved by the European Aviation Safety Agency (EASA).
 2. If any discrepancy in the harness routing or any chafed wire is found, repair and re-route the electrical harness as instructed in the SB 70-163-92 or later revision approved by the EASA.

Note 2: EASA AD 2009-0006 refers.

Compliance: For Requirement 1 - Within 100 hours time in service or 12 months, whichever occurs first, after the effective date of this Directive.

For Requirement 2 - Before further flight after the Requirement 1 inspection.

This Airworthiness Directive becomes effective on 12 March 2009.

Background: A damaged wiring harness which caused the air conditioning system circuit breaker to trip and evidencing a local overheating has been found on an in-service aircraft. The investigation revealed that the damage (chafed wires) found on the wiring harness resulted from an interference with the under-floor attachment fittings of the cabin partition net which was due to an incorrect routing of the harness while on the production line.

Such conditions could result in an electrical short and potential loss of several functions essential for the safety of flight.



James Coyne
Delegate of the Civil Aviation Safety Authority

27 January 2009