



Airworthiness Directive

AD No.: 2018-0030

Issued: 31 January 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

SOCATA

Type/Model designation(s):

TB 9, TB 10, TB 200 aeroplanes

Effective Date: 14 February 2018

TCDS Number(s): EASA.A.378

Foreign AD: Not applicable

Supersedure: This AD supersedes DGAC France AD 94-264(A) R1 dated 09 October 1996.

ATA 57 – Wings – Wing Front Attachments – Inspection / Modification / Replacement

Manufacturer(s):

SOCATA (formerly EADS SOCATA, Société de Construction d'Avions de Tourisme et d'Affaires)

Applicability:

SOCATA TB 9, TB 10, TB 200 aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

Groups: Group 1 aeroplanes are TB 9 aeroplanes, all MSN, and TB 10 aeroplanes, MSN 001 to 803 inclusive, 805, 806, 809 to 815 inclusive, and 820 to 822 inclusive. Group 2 aeroplanes are TB 10 aeroplanes, MSN 804, 807, 808, 816 to 819 inclusive, and MSN 823 to 2229 inclusive, and TB 200 aeroplanes, all MSN.

The SB: SOCATA Service Bulletin (SB) 10-081-57.

Inspection: Dye penetrant inspection or High Frequency Eddy Current inspection.



Reason:

During a scheduled maintenance inspection, cracks were found on the wing front attachments of a TB 10 aeroplane.

This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

Prompted by these findings, SOCATA issued SB 10-081-57 to provide inspection and modification instructions, and DGAC France issued AD 94-264(A), later revised, to require repetitive inspections of wing front attachments of TB 9 and TB 10 aeroplanes (all MSN up to 822 inclusive, with some excluded). That AD also required installation of reinforcement kits, applied as repair (if cracks were found) or as modification (if no cracks were found), of the wing front attachments, on both wing and fuselage sides, and repetitive replacement of those reinforcements afterwards.

Since DGAC France AD 94-264(A) R1 was issued, cracks have been found on wing front attachments, on the wing side, on TB10 aeroplanes to which the AD did not apply, i.e. which were not subject to repetitive inspections as required by that AD. Consequently, SOCATA revised SB 10-081-57 (now at revision (rev.) 3), extending the Applicability to all TB 10 aeroplanes, as well as to TB 200 aeroplanes, and improving the repair solution of the wing front attachment on wing side.

For the reason described above, this AD retains the requirements of DGAC France AD 94-264(A) R1, which is superseded, expands the Applicability to all MSN for TB 9 and TB 10 aeroplanes and includes TB 200 aeroplanes, and requires an improved repair solution of the wing front attachment on wing side.

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

Required as indicated, unless accomplished previously:

Wing front attachments on wing side – Group 1 and Group 2 aeroplanes**Inspection(s):**

- (1) For Group 1 and Group 2 aeroplanes not embodying kit OPT109110XX (see Note 1 of this AD): Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 2 000 flight hours (FH) or 3 000 landings (LDG), whichever occurs first, accomplish an inspection of the wing front attachments on wing side in accordance with the instructions of the SB rev. 3.

Note 1: For the purpose of this AD, “XX” can be any numerical value.



Table 1 – Front Wing Attachment, Wing Side, Initial Inspection

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 2 000 FH or 3 000 LDG, whichever occurs first since aeroplane first flight
B	Group 1 aeroplanes: Within 100 FH after 17 December 1994 [the effective date of the original issue of DGAC France AD 94-264(A)], but not later than 31 October 1995
	Group 2 aeroplanes: Within 13 months after the effective date of this AD

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, reinforce the front attachment on wing side (embodiment of kit OPT10911002) in accordance with the instructions of the SB rev. 3.

Modification(s):

- (3) For Group 1 and Group 2 aeroplanes not embodying kit OPT109110XX (see Note 1 of this AD): Before exceeding the compliance time as specified in Table 2 of this AD, reinforce the front attachment on wing side (embodiment of kit OPT10911002) in accordance with the instructions of the SB rev. 3.

Table 2 – Front Wing Attachment, Wing Side, Modification Compliance Time

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 8 000 FH or 12 000 LDG, whichever occurs first since aeroplane first flight
B	Before exceeding 50 FH or 75 LDG, whichever occurs first after the effective date of this AD

Reinforcement Kit Repetitive Inspection:

- (4) For Group 1 and Group 2 aeroplanes embodying kit OPT109110XX (see Note 1 of this AD): Before exceeding the compliance time as specified in Table 3 of this AD, and, thereafter, at intervals not to exceed 2 000 FH or 3 000 LDG, whichever occurs first, perform an inspection of the reinforced front attachment on wing side in accordance with the instructions of the SB rev. 3.

Table 3 – Front Wing Attachment, Wing Side, Reinforcement Kit Initial Inspection

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 4 000 FH or 6 000 LDG, whichever occurs first after kit OPT109110XX (see Note 1 of this AD) embodiment
B	Before exceeding 50 FH or 75 LDG, whichever occurs first after the effective date of this AD



- (5) Replacing kit OPT109110XX with kit OPT10911002 on an aeroplane, at intervals not to exceed 4 000 FH or 6 000 LDG, whichever occurs first, in accordance with the instructions of the SB rev. 3, is acceptable to comply with the requirements of paragraph (4) of this AD for that aeroplane.

Corrective Action(s):

- (6) If, during any inspection as required by paragraph (4) of this AD, any crack is detected, before next flight, replace the reinforced front attachment on wing side in accordance with the instructions of the SB rev. 3.

Terminating Action(s):

- (7) Accomplishment of corrective actions on an aeroplane as required by paragraph (6) of this AD does not constitute terminating action for the initial and repetitive inspections required by paragraph (4) of this AD for that aeroplane.

Credit:

- (8) Inspections and corrective actions, accomplished on an aeroplane before the effective date of this AD, in accordance with the instructions of the SB at original issue, or Revision 1, or Revision 2, are acceptable to comply with the requirements of paragraphs (1), (2), (3), (4), (5) and (6) of this AD, as applicable, for that aeroplane.

Wing front attachments on fuselage side – Group 1 aeroplanes

Inspection(s):

- (9) For Group 1 aeroplanes: Within the compliance time as specified in Table 4 of this AD, and, thereafter, at intervals not to exceed 2 000 FH or 3 000 LDG, whichever occurs first, accomplish an inspection of the wing front attachments on fuselage side in accordance with the instructions of the SB.

Table 4 – Front Wing Attachment, Fuselage Side, Initial Inspection

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 2 000 FH or 3 000 LDG, whichever occurs first since aeroplane first flight
B	Within 100 FH after 17 December 1994 [the effective date of the original issue of DGAC France AD 94-264(A)], but not later than 31 October 1995

Corrective Action(s):

- (10) If, during any inspection as required by paragraph (9) of this AD, any crack is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Modification(s):

- (11) For Group 1 aeroplanes: Unless already accomplished as required by paragraph (10) of this AD, within the compliance time as specified in Table 5 of this AD, as applicable, reinforce the front attachment on fuselage side in accordance with the instructions of the SB.



Table 5 – Modification

Aeroplane Model(s)	MSN and Configuration	Compliance Time
TB 9 TB 10	MSN 001 to 399 inclusive, and 413, except those that have SOCATA OPT 10-9081-53 embodied	Before exceeding 4 000 FH or 6 000 LDG, whichever occurs first since aeroplane first flight
TB 9 TB 10	MSN 001 to 399 inclusive, and 413, with SOCATA OPT 10-9081-53 embodied	Before exceeding 8 000 FH or 12 000 LDG, whichever occurs first since aeroplane first flight
TB 9	MSN 400 to 412 inclusive, and 414 to 2229 inclusive	
TB 10	MSN 400 to 412 inclusive, 414 to 803 inclusive, 805, 806, 809 to 815 inclusive and 820 to 822 inclusive	

Reinforcement Kit Repetitive Replacement:

(12) For Group 1 aeroplanes: Within 8 000 FH or 12 000 LDG, whichever occurs first after accomplishment of the actions as required by paragraph (10) or (11) of this AD, as applicable, and, thereafter, at intervals not to exceed 8 000 FH or 12 000 LDG, whichever occurs first, replace the reinforced front attachment on fuselage side in accordance with the instructions of the SB.

Terminating Action(s):

(13) Accomplishment of corrective actions on an aeroplane, as required by paragraph (10) of this AD, as applicable, or modification of an aeroplane, as required by paragraph (11) of this AD, as applicable, does not constitute terminating action of the repetitive inspections required by paragraph (9) of this AD, as applicable, for that aeroplane.

Ref. Publications:

SOCATA SB 10-081-57 original issue dated October 1994, or rev. 1 dated August 1996, or rev. 2 dated January 2017, or rev. 3 dated December 2017.

SOCATA Technical Instruction OPT 10-9081-53 Revision 5 dated January 2017.

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 10 March 2017 as PAD 17-029 for consultation until 07 April 2017. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any any question concerning the technical content of the requirements in this AD, please contact:
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