
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av vertikala stabilisatorns förstärkning av främre koppling.

GÄLLER: TB 9, TB 10, TB 200, TB 20, och TB 21 alla S/N

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av DGAC AD 1999-319 (A)

TID FÖR ÅTGÄRD: I enlighet med DGAC AD 1999-319(A)

UNDERLAG: DGAC AD 1999-319(A)

REFERENS: DGAC AD 1999-319(A)

LFV skrivelse daterad 1999-07-26 och sänd till ägare/brukare

BESLUTSDATUM: 1999-08-31

LFS 1999:137

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.

Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

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601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-319(A)
In case of any difficulty, reference should be made to the French original issue.

SOCATA

TB9, TB10, TB200, TB20 & TB21 airplanes

Verification of the presence of the vertical stabilizer forward junction doubler (ATA 55)

1. APPLICABILITY :

This Airworthiness Directive applies TB 9, TB 10, TB 200, TB 20 and TB 21 airplanes, all serial numbers. It must be put in the journey log of the airplane, until of the paragraph B of the present AD.

2. REASON :

Further to the findings of the absence of the vertical stabilizer forward junction doubler on the TB 10 S/N 6, the following measures are made mandatory at the effective date of this Airworthiness Directive.

3. MANDATORY ACTIONS AND COMPLIANCE TIME :

- A. Before every flight, and until the application of the paragraph B of the present AD, proceed during the pre-flight check to the verification of the lack of gap between the vertical stabilizer leading edge and the fuselage.

If during this inspection :

- a) No gap between the vertical stabilizer leading edge and the fuselage is discovered, the airplane is considered airworthy
- b) A gap between the vertical stabilizer leading edge and the fuselage is discovered, before next flight contact the manufacturer at the address indicated hereafter.

- B. Within 50 hours T.I.S. or during the next periodic inspection, whichever occurs first, check through the air cooling oval hole, located on the leading edge of the horizontal stabilizer, the presence of the vertical stabilizer forward junction doubler.

If during this inspection :

- a) The vertical stabilizer small spar junction doubler is installed, return the airplane to service.

- b) The absence of the vertical stabilizer forward junction doubler is discovered, before next flight contact the manufacturer :

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Record the application of this Airworthiness Directive on the aircraft logbook.

This AD has been the subject of a telegraphic diffusion on July 22, 1999 to the operators.

EFFECTIVE DATE : JULY 22, 1999
[Same as the Telegraphic AD T1999-319(A)]