

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickundersökning av vingens bakre infästningsbeslag

GÄLLER: TB10 och TB200 S/N 804, 807, 808, 816 t.o.m. 819,
823 t.o.m. 1701,
1707 t.o.m. 1733 och
1737 t.o.m. 1761

ÅTGÄRD: Utför åtgärder angivna i SOCATA TB SB nr 10.082.57 Revision 1.

**TID FÖR
ÅTGÄRD:** Enligt punkt A.B och C2 i bifogad kopia av DGAC AD 94-249(A)R1
räknat från detta LVD's utgivningsdatum.

UNDERLAG: SOCATA TB SB nr 10.082.57 Revision 1.

REFERENS: DGAC AD 94-249(A)R1

**UTGIVNINGS-
DATUM:** 1996-09-27

LFS: 1996:57

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

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.: 94-249(A)R1

In case of any difficulty, reference should
be made to the French original issue.

SOCATA

TB10, TB200 Airplanes

Wing rear attachment fittings

This Airworthiness Directive concerns TB10 and TB200 aircraft S/N 804, 807, 808, 816 to 819, 823 to 1701, 1707 to 1733, 1737 to 1761.

In order to ensure integrity of the wing rear attachment fittings by a crack detection inspection, the following measures are made mandatory from the effective date of this Airworthiness Directive.

A. Aircraft that have reached or exceeded 3000 landings or 2000 hours T.I.S. Inspect, within next 100 hours T.I.S. and at the latest on October 31, 1995, the wing rear attachment fittings that have reached or exceeded 3000 landings or 2000 hours T.I.S. (whichever occurs first) in compliance with SOCATA TB aircraft SB 10.082.57 REV.1. Repeat this inspection every 3000 landings or 2000 hours T.I.S. (whichever occurs first).

B. Aircraft that have not reached 3000 landings or 2000 hours T.I.S. Inspect the wing rear attachment fittings at 3000 landings or 2000 hours T.I.S. (whichever occurs first) in compliance with SOCATA TB aircraft SB 10.082.57 REV.1. Repeat this inspection every 3000 landings or 2000 hours T.I.S. (whichever occurs first).

C. Corrective actions

- 1) If a crack has been detected on the fitting, fuselage side, replace the fitting and apply Kit OPT 10 920500.
If no crack has been detected, or if the fitting has been replaced further inspections will be performed during major inspection in conformity with Maintenance schedule.

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v/JB

June 19, 1994

SOCATA
TB10, TB200 Airplanes

94-249(A)R1

2) If a crack has been detected on the fitting, wing side, apply kit OPT 10 920300.

If no crack has been detected on wing side, it is possible either to apply Kit OPT 10 920300 or not apply it and repeat these inspections every 3000 landings or 2000 hours T.I.S. (whichever occurs first).

NOTE : This Airworthiness Directive does not concern aircraft on which Kit OPT 10 920300 has been applied on each half-wing.

Further inspections will be performed in conformity with Maintenance schedule.

Record the application of this Airworthiness Directive on the aircraft Logbook and if applicable, specify which side of the fuselage or of the wing has been repaired.

Ref : SOCATA TB SB N° 10.082.57 Revision 1

This Revision 1 replaces the original AD 94-249(A) dated November 23, 1994.

EFFECTIVE DATE : DECEMBER 03, 1994
(same as the original AD)