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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Sprickkontroll av beslagen för främre vinginfästning.

**GÄLLER:** Alla TB9 och TB10 med S/N 1 t.o.m 803, 805, 806 809 t.o.m 815, 820 t o m 822.

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av DGAC AD 94-264 (A) R1

**TID FÖR ÅTGÄRD:** Inom tider och intervaller angivna i DGAC AD 94-264 (A) R1

**UNDERLAG:** DGAC AD 94-264 (A) R1  
SOCATA TB SB 10.081.57 Rev. 1

**REFERENS:** DGAC AD 94-264 (A) R 1

**UTGIVNINGS-DATUM:** 1996-11-18

**LFS: 1996:66**

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.

G S A C

**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.: 94-264(A) R1

In case of any difficulty, reference should  
be made to the French original issue.**SOCATA****TB9, TB10 Airplanes****Wing front attachments**

This Airworthiness Directive concerns all TB9 and TB10 airplanes S/N 1 to 803, 805, 806, 809 to 815, 820 to 822.

In order to ensure the integrity of the wing front attachments on wing and fuselage sides by a crack detection inspection, the following measures are made mandatory from the effective date of this Airworthiness Directive.

**CASE "A"** Aircraft that have reached or exceeded 3000 landings or 2000 flight hours

Inspect, within next 100 flight hours and at the latest on October 31, 1995, the wing front attachments that have reached or exceeded 3000 landings or 2000 flight hours (whichever occurs first). Then, in any case, repeat this inspection every 3000 landings or 2000 flight hours (whichever occurs first).

**CASE "B"** Aircraft that have not reached 3000 landings or 2000 flight hours

Inspect the wing front attachments that have reached 3000 landings or 2000 flight hours (whichever occurs first). Then, in any case, repeat this inspection every 3000 landings or 2000 flight hours (whichever occurs first).

**A. - FRONT ATTACHMENT ON WING SIDE****1) There is no crack**

- a) Application of kit OPT 10 911000 at the latest at 12000 landings or 8000 flight hours (whichever occurs first).

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v/JB

October 09, 1996

SOCATA  
TB9, TB10 Airplanes

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- b) New application of kit OPT 10 911000 at the latest at 6000 landings or 4000 flight hours since the last application of the kit (whichever occurs first).

2) Cracks detected during the inspection

- a) Application of kit OPT 10 911000.
- b) New application of kit OPT 10 911000 at 6000 landings or 4000 flight hours since the last application of the kit (whichever occurs first).

B. - FRONT ATTACHMENT ON FUSELAGE SIDE

1) Aircraft S/N 1 to 399, 413, S.L. 10-14/1 not applied, Kit OPT 10 908100 not applied (attachments in 25CD4S)

- a) When there is no crack :
  - Application of kit OPT 10 919800 at the latest at 6000 landings or 4000 flight hours (whichever occurs first).
  - New application of kit OPT 10 919800 after 12000 landings or 8000 flight hours since the last application of the kit (whichever occurs first).
- b) When cracks have been detected during the inspection :
  - Application of kit OPT 10 919800.
  - New application of kit OPT 10 919800 after 12000 landings or 8000 flight hours since the last application of the kit (whichever occurs first).

2) Aircraft S/N 1 to 399, 413, S.L. 10-14/1 applied, Kit OPT 10 908100 applied (attachments in 15CDV6)

- a) When there is no crack :
  - Application of kit OPT 10 919800 at the latest at 12000 landings or 8000 flight hours after the last application of the Kit (whichever occurs first).
- b) When cracks have been detected during the inspection :
  - Application of kit OPT 10 919800.
  - New application of kit OPT 10 919800 after 12000 landings or 8000 flight hours since the last application of the kit (whichever occurs first).

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- 3) TB9 aircraft S/N 400 to 412, 414 to 9999 (attachments in 15CDV6),  
TB10 aircraft S/N 400 to 412, 414 to 803, 805, 806, 809 to 815,  
820 to 822 (attachments in 15CDV6)

a) When there is no crack :

- Application of kit OPT 10 908100 at the latest at 12000 landings or 8000 flight hours (whichever occurs first).
- New application of the kit OPT 10 908100 at 12000 landings or 8000 flight hours since the last application of the kit (whichever occurs first).

b) When cracks have been detected during the inspection :

- Application of kit OPT 10 908100.
- New application of the kit OPT 10 908100 at the latest at 12000 landings or 8000 flight hours since the last application of the kit (whichever occurs first).

Record the application of this Airworthiness Directive in the aircraft Log book.

Ref : SOCATA TB Aircraft SB 10.081.57 Rev. 1

This Revision 1 replaces original AD 94-264(A) dated December 07, 1994.

**EFFECTIVE DATE : DECEMBER 17, 1994**  
(same as the original AD)