
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av landställets stödspryglar

GÄLLER: TB 9, TB10 samt TB 200 med S/N 1 t.o.m. 9999

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av DGAC AD 94-265(A)R4

**TID FÖR
ÅTGÄRD:** Enligt tider och intervall angivna i bifogad kopia av
DGAC AD 94-265(A)R4

UNDERLAG: DGAC AD 94-265(A)R4
SOCATA TB Aircraft SB 10-085-57 Revision 2

REFERENS: DGAC AD 94-265(A)R4

**BESLUTS
DATUM:** 1996-07-15

LFS: 1996:49

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.: 94-265(A) R4

In case of any difficulty, reference should
be made to the French original issue.**SOCATA****TB9, TB10, TB 200 Airplanes****Main landing gear**

This Airworthiness Directive concerns TB9, TB10 and TB200 aircraft S/N 1 to 9999.

In order to ensure the integrity of the main landing gear support ribs by a crack detection inspection, the following measures are made mandatory from the effective date of this Airworthiness Directive.

CASE "A". Aircraft not equipped with Kit OPT 10 910800 or not equipped with reinforced ribs

TB9 S/N 1 to 1442, 1444 to 1574

TB10 S/N 1 to 803, 805, 806, 809 to 815, 820 to 822

1) Aircraft that have reached or exceeded 1500 landings or 1000 flight hours

Inspect, within next 100 hours T.I.S. and at the latest on October 31, 1995, the main landing gear support ribs that have reached or exceeded 1500 landings or 1000 flight hours (whichever occurs first), then repeat this inspection every 1500 landings or 1000 flight hours (whichever occurs first).

2) Aircraft that have not reached 1500 landings or 1000 flight hours

Inspect the main landing gear support ribs at 1500 landings or 1000 flight hours (whichever occurs first). Then repeat this inspection every 1500 landings or every 1000 flight hours (whichever occurs first).

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v/JB

June 19, 1996

SOCATA
TB9, TB10, TB200 Airplanes

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3) Corrective actions

- a) If a crack out of tolerance is detected, replace the ribs with reinforced ribs, then perform an inspection (without removal of landing gears) in accordance with the Maintenance program.
- b) If a crack within tolerance is detected, apply the Kit OPT 10 910800, then proceed to an inspection (without removal of landing gears) in accordance with the Maintenance program.
- c) If no crack has been detected, apply the Kit OPT 10 910800 at the latest at 2000 flight hours, then perform an inspection (without removal of landing gears) in accordance with the Maintenance program.

CASE "B" Aircraft equipped with Kit OPT 10 910800 or equipped with reinforced ribs

- TB9 S/N 1 to 1442, 1444 to 1574 by repair performed on LH and RH wings and from S/N 1443, 1575 to 9999 in series
- TB10 S/N 1 to 803, 805, 806, 809 to 815, 820 to 822 by repair performed on LH and RH wings.

These aircraft are not concerned by the Airworthiness Directive, the visual inspection of the ribs will be performed in accordance with Maintenance program.

CASE "C"

- TB10, TB 200 S/N 804, 807, 808, 816 to 819, 823 to 1701, 1707 to 1733, 1737 to 1761

1) Aircraft that have exceeded 6000 landings or 4000 flight hours

- a) Inspect, within next 100 hours T.I.S. the main landing gear support ribs that have reached or exceeded 6000 landings or 4000 flight hours (whichever occurs first).
- b) Repeat this inspection every 2000 landings or 1300 flight hours (whichever occurs first).
- c) If SB 10-085-57 issue of October 1994 or revision 1 has already been applied, apply paragraph b) only.

2) Aircraft that have not exceeded 6000 landings or 4000 flight hours

- a) Inspect the main landing gear support ribs at 6000 landings or 4000 flight hours (whichever occurs first).

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- b) Repeat this inspection every 2000 landings or every 1300 flight hours (whichever occurs first).
- c) If SB 10-085-57 issue of October 1994 or revision 1 has already been applied, apply paragraph a) or b) (the less restricting of them).

3) Corrective actions

- a) If a crack has been detected, apply KIT OPT 10 920100 then inspect (without removal of landing gears) in accordance with the Maintenance program.
- b) If there no crack, it is possible :
 - either to apply KIT OPT 10 920100, then inspect (without removal of the landing gears) in accordance with the Maintenance program
 - or not to apply it and repeat the inspections (with removal of landing gears) every 2000 landings or 1300 flight hours (whichever occurs first) and comply with the instructions of this SB.

NOTE For CASES A or C.

- LH and RH wings can be managed independently.
- The aircraft on which corrective actions have been applied on LH and RH wing
 - . KIT OPT 10 910800 or reinforced ribs (CASE "A"),
 - . KIT OPT 10 920100 (CASE "C"),are no longer concerned by this Airworthiness Directive. Further inspections will be performed in accordance with the Maintenance program.

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

Ref : SOCATA TB Aircraft SB 10-085-57 Revision 2

This Revision 4 replaces AD 94-265(A)R3 dated September 13, 1995.

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