

# Airworthiness Directive Schedule

## Aeroplanes

### Socata TB9, TB10 and TB20 Series

21 November 2019

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- Notes:**
1. This AD schedule is applicable to Socata TB9 (Tampico), TB10 (Tobago) and TB20 (Trinidad) aircraft manufactured by Daher Aerospace (formerly SOCATA, EADS SOCATA, Société de Construction d'Avions de Tourisme et d'Affaires) under EASA Type Certificate No. A.378.
  2. EASA is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the EASA website at <http://ad.easa.europa.eu/>
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk \*
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<p>From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. The link to the NAA website is available on the CAA website at <a href="http://www.caa.govt.nz/airworthiness-directives/states-of-design/">http://www.caa.govt.nz/airworthiness-directives/states-of-design/</a> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below. ....</p>		
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**DCA/TB9/1 Horizontal Stabiliser - Inspection**

**Applicability:** All model TB9 and TB10 aircraft.

**Requirement:** 1. Inspect per Aerospatiale SB 14. Modify cracked installations per Aerospatiale SB 15 before further flight.  
2. Modify per Aerospatiale SB 15.

**Compliance:** 1. Inspection - at 300 hours TTIS and thereafter at intervals not exceeding 50 hours TIS until modified.  
2. Modification - by 31 December 1982.

**Effective Date:** 30 July 1982

**DCA/TB9/2 Elevator Tab - Inspection**

**Applicability:** All model TB9, TB10 and TB20 aircraft, S/N 1 through to 479.

**Requirement:** Inspect per Aerospatiale (SOCATA) SB 24 Operation 1. Rectify defective installations per Operation 2 before further flight.  
(DGAC AD 1985-43 refers)

**Compliance:** At intervals not exceeding 100 hours TIS.

**Effective Date:** 19 April 1985

**DCA/TB9/3 Horizontal Stabiliser - Modification**

**Applicability:** All model TB9 and TB10 aircraft, S/N 1 through to 474.

**Requirement:** Modify Balance Weight Installation per Aerospatiale (SOCATA) SB 25.

**Compliance:** By 30 June 1986

**Effective Date:** 28 February 1986

**DCA/TB9/4 Stabilator Control Rod - Inspection**

**Applicability:** Model TB9, TB10, TB20 and TB21 aircraft, S/N 1 through 709 not incorporating control rods with end fittings assembled with screws, washers and nuts per Aerospatiale SB 29 or Kit 9127.

**Requirement:** Inspect per Aerospatiale (SOCATA) SB 29. Rectify defective assemblies before further flight.

**Compliance:** At intervals not exceeding 100 hours TIS until modified rods installed.

**Effective Date:** 22 May 1987

**DCA/TB9/5 Fuselage Frame - Inspection**

**Applicability:** All model TB9, TB10, TB20 and TB21 aircraft not incorporating Socata Mod. No.70.

**Requirement:** To prevent possible failure of horizontal stabiliser attachment, accomplish the following:

1. Visually inspect forward and rear faces of frame 9 for cracks, particularly in area of stabiliser hinges and attachment fittings. If in doubt, remove stabiliser and fittings from frame and perform a dye penetrant inspection.
2. Renew cracked frames before further flight.

(BV AD T-87-141(A) refers).

**Compliance:** Aircraft with 1500 hours or more TTIS - Prior to next flight. Aircraft with less than 1500 hours TTIS - Within next 25 hours TIS. Thereafter at intervals not exceeding 100 hours TIS.

**Effective Date:** 24 September 1987

**DCA/TB9/6 Brake Hydraulic Pipes - Modification**

**Applicability:** Model TB9, TB10, TB20 and TB21 aircraft, S/N 1 through to 755 as detailed in Aerospatiale (SOCATA) SB 33.

**Requirement:** Modify brake system hydraulic pipe installation per Aerospatiale (SOCATA) SB 33. BV AD 87-118(A) refers).

**Compliance:** Within next 100 hours TIS.

**Effective Date:** 7 October 1988

**DCA/TB9/7 Fuel Tanks - Inspection**

**Applicability:** All model TB9, TB10, TB20 and TB21 aircraft, S/N 1 through to 1037 not modified per SB 48/3.

**Requirement:** To preclude possible engine power loss due to fuel system contamination, accomplish the following:

1. Inspect per Aerospatiale (SOCATA) SB 48/3 (Temporary phase)
2. Modify per SB 48/3 (Final phase).

(BV AD 89-177(A)R1 refers).

**Compliance:** 1. Before further flight for aircraft which have not flown within previous week, or within next 25 hours TIS (TIS) for other affected aircraft. Repeat thereafter at intervals not exceeding 25 hours TIS or one week whichever is the sooner, until modified.

2. Within next 12 months.

**Effective Date:** 25 May 1990

**DCA/TB9/8 Front Safety Belts - Inspection**

**Applicability:** All model TB9, TB10, TB20 and TB21 aircraft.

**Requirement:** To detect corrosion on the external lower fasteners of front seat safety belts, inspect per Aerospatiale (SOCATA) SB TB10-044 amendment 1. Renew seat belt assemblies found corroded before further flight. (BV AD 89-097-(A) refers).

**Compliance:** At 600 hours TTIS or within next 100 hours TIS whichever is the later, and thereafter at intervals not exceeding 12 months.

**Effective Date:** 20 July 1990

**DCA/TB9/9 Engine Oil Cooler - Inspection**

- Applicability:** All model TB9, TB10, TB20 and TB21 aircraft.
- Requirement:** To prevent possible loss of engine oil, inspect per Aerospatiale (SOCATA) SB 50/1 and rectify if necessary as prescribed before further flight.  
(BV AD 90-143(A) refers).
- Compliance:** Within next 50 hours TIS.
- Effective Date:** 26 October 1990

**DCA/TB9/10 Carburettor Air Inlet - Inspection**

- Applicability:** Model TB9 and TB10 S/N 1 through 994, not incorporating Modification Kit 9173.
- Requirement:** Inspect per Aerospatiale (SOCATA) SB 51. Repair if necessary as prescribed before further flight.  
(BV AD 90-240(A) refers)
- Compliance:** Within next 50 hours TIS and thereafter at intervals not to exceed 12 months.
- Effective Date:** 22 February 1991

**DCA/TB9/11 Horizontal Stabiliser Balance Weight Attachment - Inspection**

- Applicability:** Model TB9 and TB10 aircraft, S/N 1 through to 1217.  
Model TB20 and TB21 aircraft, S/N 1 through to 1030.
- Requirement:** Inspect the horizontal stabiliser balance weight attachment per Aerospatiale (SOCATA) Alert SB 57. Rectify if necessary as prescribed before further flight.  
(BV AD 91-031(A) refers)
- Compliance:** Within next 5 hours TIS or 7 days, whichever is the sooner.
- Effective Date:** 7 February 1991

**DCA/TB9/12 Landing Gear Hydraulic Pipe - Modification**

- Applicability:** Model TB20 and TB21 aircraft, S/N 1 through to 760, except S/N 643, 664, 752 and 753.
- Requirement:** To prevent damage to the LH hydraulic pipe of the NLG caused by contact with the rudder control rod, modify per Aerospatiale (SOCATA) SB 34.  
(BV AD 87-117(A) refers)
- Compliance:** Within next 100 hours TIS unless already accomplished.
- Effective Date:** 26 July 1991

**DCA/TB9/13 MLG Hinged Strut Washer - Inspection**

- Applicability:** All model TB20 and TB21 aircraft.
- Requirement:** To prevent washer jamming on hinged strut during LG retraction or extension, check washer position per Aerospatiale (SOCATA) SB 40 and correct if necessary before further flight.
- Compliance:** Within next 50 hours TIS, unless already accomplished.
- Effective Date:** 26 July 1991.

**DCA/TB9/14 Firewall Frame - Inspection**

**Applicability:** Model TB20 and TB21 aircraft, S/N 1 through to 1051 except S/N 1040 and 1042, not incorporating modification kit Nr 9152.

**Requirement:** To detect cracking of the rear lower reinforcements of the firewall frame, inspect per Aerospatiale (SOCATA) SB 42/1. If cracks are found, repair per modification kit Nr 9152 before further flight.  
(BV AD 89-175(A)R1 refers)

**Compliance:** Aircraft with less than 1500 hours TTIS: Within next 500 hours TIS (TIS) and thereafter at intervals not to exceed 500 hours TIS.  
Aircraft with more than 1500 hours TTIS:  
Within next 100 hours TIS and thereafter at intervals not to exceed 500 hours TIS.

**Effective Date:** 26 July 1991

**DCA/TB9/15 LG Articulated Stays - Inspection**

**Applicability:** Model TB20 and TB21 aircraft, S/N 1 through to 1119 except S/N 1109, not incorporating modification kits Nrs 9165 and 9166.

**Requirement:** To prevent seizing or jamming of LG retraction system inspect and lubricate per Aerospatiale (SOCATA) SB 45/2. Rectify any defects found before further flight.  
(BV AD 89-096-(A)R1 refers)

**Compliance:** At intervals not exceeding 500 hours TIS or 12 months, whichever is the sooner.

**Effective Date:** 26 July 1991

**DCA/TB9/16 NLG Lever Adjusting Screws - Replacement**

**Applicability:** Model TB20 and TB21 aircraft, S/N 1 through to 701, 707 and 709, except S/N 664 and 665.

**Requirement:** To avoid inadvertent loosening of NLG lever adjusting screws, install new locknuts and self-locking screws per Aerospatiale SB 46/1.  
(BV AD 89-108-(A)R1 refers)

**Compliance:** Within next 100 hours unless already accomplished.

**Effective Date:** 26 July 1991

**DCA/TB9/17A Cancelled – DCA/TB9/49 refers**

**Effective Date:** 31 May 2007

**DCA/TB9/18 Autopilot Control System - Modification**

**Applicability:** Model TB10, TB20 and TB21 aircraft, S/N 823 through to 849 and 888, fitted with optional equipment 668, 669 and 670. S/N 823 through to 849, 888, 948 through to 1222, fitted with optional equipment G 668, G 669 and G 670.

**Requirement:** To prevent short-circuit of the "A/P MASTER" switch, modify switch installation per Aerospatiale TB SB 60.  
(BV AD 91-145(A) refers)

**Compliance:** Within next 100 hours TIS.

**Effective Date:** 30 August 1991

**DCA/TB9/19 Fuel Tank Outlet Filter - Installation**

- Applicability:** Model TB20 and TB21 aircraft, S/N 1038 through to 1308, except S/N 1213, 1264 through to 1267, 1284 through to 1287, 1301 through to 1304 and 1307.
- Requirement:** Install fuel tank outlet filters per Aerospatiale TB SB 61.  
(BV AD 91-246(A) refers)
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 27 March 1992

**DCA/TB9/20B Exhaust System - Inspection**

- Applicability:** Model TB9 and TB20 aircraft, S/N 1 through to 1619.
- Requirement:** To ensure integrity of the exhaust system, inspect, rectify and renew parts per Aerospatiale TB SB 10-072 Rev 2.  
(BV AD92-152(A)R3 refers)
- Compliance:** Within next 50 hours TIS.
- Effective Date:** DCA/TB9/20A - 27 November 1992  
DCA/TB9/20B - 8 July 1994

**DCA/TB9/21A Fuel Tank Vent Hoses - Replacement**

- Applicability:** Model TB9 and TB10 aircraft, S/N 1 through to 1499, except 1443, 1447, 1454, 1455, 1459, 1470, 1472, 1489, 1491 and 1493 through to 1498.
- Requirement:** To prevent vent hose separation caused by age hardening of vinyl hoses, replace with "Viton" hoses per Aerospatiale SB 10-064/1.  
(BV AD 92-155(A) refers)
- Compliance:** Within next 100 hours TIS.
- Effective Date:** DCA/TB9/21 - 30 October 1992  
DCA/TB9/21A - 19 February 1993

**DCA/ TB9/22A Exhaust System - Inspection**

- Applicability:** Model TB10 aircraft, S/N 1 through to 1619.
- Requirement:** To ensure integrity of the exhaust system, inspect, rectify and renew parts per Aerospatiale TB SB 10-073 Rev 2.  
(BV AD 92-206(A)R2 refers)
- Compliance:** Within next 50 hours TIS
- Effective Date:** DCA/TB9/22 - 27 November 1992  
DCA/TB9/22A - 8 July 1994

**DCA/TB9/23A Fuel Tank Vent Hoses - Replacement**

- Applicability:** Model TB20 and TB21 aircraft, S/N 1 through to 1500 except 1456, 1463, 1473, 1490 and 1499.
- Requirement:** To prevent vent hose separation caused by age hardening of vinyl hoses, replace all air vent hoses per Aerospatiale SB 10-067 R1.  
(BV AD 92-225(A)R1 refers)
- Compliance:** Within next 100 hours TIS.
- Effective Date:** DCA/TB9/23 - 19 February 1993  
DCA/TB9/23A - 11 June 1993

**DCA/TB9/24B Rudder Balance Weight - Inspection**

- Applicability:** Model TB20 and TB21 aircraft, S/N 1 through to 1554, 1754 through to 1757 and 1767 through to 1821.
- Requirement:** To detect and rectify rudder balance weight corrosion, inspect per SOCATA SB 10-071, Amendment 3. Rectify and reinstall balance weight with corrosion protection per SB 10-071, Amendment 3.  
(DGAC AD 93-012(A)R2 refers)
- Compliance:** Model TB20 and TB21 aircraft, S/N 1 through to 1554 within 6 months.  
Model TB20 and TB21 aircraft, S/N 1754 through to 1757 and 1767 through to 1821, within 12 months.
- Effective Date:** DCA/TB9/24A - 8 July 1994  
DCA/TB9/24B - 8 May 1998

**DCA/TB9/25 Front Seats - Modification**

- Applicability:** All TB series aircraft which have had front seats installed from February 1991 and up to aircraft S/N 1479, except S/Ns 1192, 1193, 1308, 1426 through 1433, 1448, 1461, 1462, 1464 through 1469, 1471, 1473 through 1477. All seats supplied or installed as spares from February 1991 and have no S/N.
- Requirement:** To ensure integrity of front seat structure, modify the front seats per SOCATA SB 10-075  
(BV AD 94-114(A) refers)
- Compliance:** Within next 50 hours TIS.
- Effective Date:** 8 July 1994

**DCA/TB9/26 Wing Ribs - Inspection**

- Applicability:** All TB series aircraft, S/N 1038 through to 1442, 1444 through to 1462, 1464 through to 1581, 1583 through to 1606, 1608 through to 1619 and 1629. Also aircraft S/N 1 through to 1037 where the fuel tank rib has been repaired since the incorporation of modification No 78.
- Requirement:** To avoid clogging of drain holes with PR sealant on the fuel tank internal ribs, inspect per SOCATA SB 10.084.57.  
(BV AD 94-247(A) refers)
- Compliance:** Within next 100 hours TIS or by 31 October 1995, whichever is the sooner.
- Effective Date:** 14 April 1995

**DCA/TB9/27A Fin Intermediate Rib Attachment Rivets - Replacement**

- Applicability:** Model TB9, TB10 and TB200 aircraft, S/N 1 through to 1609.
- Requirement:** 1. Inspect fin intermediate rib for loose attachment rivets.  
2. Replace the rivets per SOCATA SB 10.083.55, amendment 1.  
(BV AD 94-248(A) refers)
- Compliance:** 1. Inspect within next 50 hours TIS or by 31 May 1995, whichever is the sooner.  
2. Replace rivets:  
(a) Within next 100 hours TIS or by 30 June 1995, whichever is the sooner if loose rivets have been found.  
(b) By 31 December 1995, if no loose rivets have been found.
- Effective Date:** DCA/TB9/27 14 April 1995  
DCA/TB9/27A 9 May 1997



**DCA/TB9/28A Wing Rear Attachment Fittings - Inspection**

- Applicability** Model TB10 and TB 200 aircraft, S/N 804, 807, 808, 816 to 819, 823 to 9999.
- Requirement:** To ensure structural integrity of the wing rear attachment fittings, accomplish SOCATA SB 10-082.57, amendment 1.  
(BV AD 94-249(A) refers)
- Compliance:** At 3000 landings or 2000 hours TIS whichever occurs first, and thereafter at intervals not to exceed 3000 landings or 2000 hours TIS whichever occurs first. For aircraft that have already reached or exceeded 3000 landings or 2000 hours TIS inspect within next 100 hours TIS and thereafter at intervals not to exceed 3000 landings or 2000 hours TIS whichever occurs first.
- Effective Date:** DCA/TB9/28 12 May 1995  
DCA/TB9/28 9 May 1997

**DCA/TB9/29A Cancelled – EASA AD 2018-0030 refers**

- Effective Date:** 22 February 2018

**DCA/TB9/30A Main Landing Gear Support Ribs - Inspection**

- Applicability** Model TB9, TB10 and TB200 aircraft, S/N 1 through to 9999.
- Requirement:** To ensure structural integrity of the main landing gear support ribs, inspect per SOCATA SB 10-085.57, amendment 2. If cracked ribs are found rectify per SB 10-085.57, amendment 2.  
(BV AD 94-265(A) R3 refers)
- Compliance:** Per SB 10-085.57, amendment 2.
- Effective Date:** DCA/TB9/30 - 12 May 1995  
DCA/TB9/30A - 9 May 1997

**DCA/TB9/31B MLG Hinged Struts Attachment Fittings - Inspection**

- Applicability** Model TB20 and TB21 aircraft, S/N 1 through to 9999.
- Requirement:** To ensure structural integrity of the main landing gear hinged struts attachment fittings, inspect per SOCATA SB 10-080.57 Rev 3. If cracks are found rectify per SB 10-080.57 Rev 3.  
(BV AD 94-266(A) R3 refers)
- Compliance:** At 6000 landings or 4000 hours TIS whichever occurs first, and thereafter at intervals not to exceed 1500 landings or 1000 hours TIS whichever occurs first. For aircraft that have already reached or exceeded 6000 landings or 4000 hours TIS inspect within next 100 hours TIS and thereafter at intervals not to exceed 1500 landings or 1000 hours TIS whichever occurs first.
- Effective Date:** DCA/TB9/31A - 7 July 1995  
DCA/TB9/31B - 7 May 1999

**DCA/TB9/32 Repaired MLG Hinged Strut Attachment Bearings - Inspection**

**Applicability** Model TB20 and TB21 aircraft that have had the ring on the attachment bearing of the LH or RH main landing gear hinged strut replaced during repair.

**Requirement:** To ensure that any replaced MLG hinged strut attachment bearings have been correctly installed, inspect and rectify if necessary per SOCATA SB 10-091.57. (BV AD 95-084(A) refers)

**Compliance:** Within next 50 hours TIS or by 7 September 1995, whichever is the sooner.

**Effective Date:** 7 July 1995

**DCA/TB9/33 Fuel Quantity Indication – AFM Revision and Placard**

**Applicability:** Model TB9, TB10, TB20 and TB21 aircraft, S/N 1 through to 822, 850 through to 887, 889 through to 947, fitted with a 14V electrical system and with engine control panel is at amendment D.

**Requirement:** To alert the pilot that the fuel contents gauges over indicate the fuel quantity when the voltage drops to below 13V, accomplish the following:-

Revise the applicable flight manual per SOCATA SB 10-099-28.

Install placard on the instrument panel per SB 10-099-28. (DGAC AD 1999-062(A) refers)

**Compliance:** By 7 June 1999

**Effective Date:** 7 May 1999

**DCA/TB9/34 Vertical Stabiliser Forward Junction Doubler - Inspection**

**Applicability:** All model TB9, TB10, TB20 and TB21 aircraft.

**Requirement:** To ensure that the vertical stabiliser forward junction doubler is installed, accomplish the following:-

1. Inspect the vertical stabiliser leading edge and the fuselage for a gap. If there is a gap between the vertical stabiliser leading edge and the fuselage, before next flight contact the manufacturer for repair instructions and incorporate the repair.

2. Inspect through the air cooling oval hole located on the leading edge of the vertical stabiliser for the presence of the vertical stabiliser forward junction doubler. If the doubler is present no further action is necessary. If the doubler is missing, before next flight contact the manufacturer for repair instructions and incorporate the repair. (DGAC AD 1999-319(A) refers)

**Compliance:** 1. Before next flight.  
2. Within next 10 hours TIS.

**Effective Date:** 5 August 1999

**DCA/TB9/35 Lower Hinge Rudder Fitting – Inspection**

**Applicability:** All model TB9, TB10, TB20 and TB21 aircraft.

**Requirement:** To prevent separation of the rudder from its control linkage due to the failure of the lower hinge fitting accomplish the following:-

Inspect the lower hinge rudder fitting for cracks, per SOCATA TB SB 10-114-55. If the lower hinge rudder fitting is found cracked, repair per SOCATA repair No. 20-018 before further flight.

Regardless of the inspection result, notify SOCATA (address in SB) of the inspection findings.

(DGAC AD 2001-002(A) refers)

**Compliance:** At 4 years TTIS or 2000 hours TTIS, whichever occurs first. For any aircraft that has already exceeded this, within next 100 hours TIS or by 31 July 2001, whichever is the sooner.

**Effective Date:** 26 April 2001

**DCA/TB9/36 Front Seats - Modification**

**Applicability:** Model TB9, TB10, TB20 and TB21 aircraft that have not been modified per SOCATA Mod No. 165.

**Requirement:** To prevent un-commanded unlocking of front seats caused by interference of the seat pan with the locking mechanism, check the seat reference and if necessary apply SOCATA modification No. 165, per SOCATA TB SB 10-115-25.  
(DGAC AD 2001-005(A) refers)

**Compliance:** Within next 100 hours TIS.

**Effective Date:** 26 April 2001

**DCA/TB9/37 Seats - Modification**

**Applicability:** All Model TB10 aircraft with seats made from stamping P/N TB10 74106XXX, TB10 74203XXX or TB10 74936XXX and not incorporating MOD 165.

**Requirement:** To prevent inadvertent unlocking of seats modify per Socata SB 10-115.  
(DGAC AD 2001-005(A) refers)

**Compliance:** Within next 100 hours TIS.

**Effective Date:** 26 July 2001

**DCA/TB9/38 Door Hinge Attachment Screws - Inspection**

**Applicability:** Model TB series aircraft, S/N 2007, 2009, 2011, 2021, 2022, 2025, 2028 through to 2041, 2043 through to 2053, 2055 through to 2058, 2062, 2064, 2066 through to 2071, 2073.

**Requirement:** To counter a manufacturing defect that may affect the security of the door hinges accomplish the following:

Check that the door hinge attachment screws are properly installed with the heads flush. If any screw shows signs of loosening, replace all screws before flight.

Replace door hinge attachment screws per SOCATA SB No BS 10-124-52.

(DGAC AD 2001-307(A) refers)

**Compliance:** Inspect before next flight.

Replace screws within 25 hours TIS or 2 months whichever is sooner.

**Effective Date:** 27 September 2001

**DCA/TB9/39 Wing Attachment Bolts - Inspection**

- Applicability:** Model TB series aircraft, S/N 2040, 2043, 2044, 2049 through to 2053, 2056, 2057, 2064, 2069 through to 2071, and wing attaching bolts supplied as spare parts since February 2001.
- Requirement:** To counter a manufacturing defect that may affect the security of the wing attachment disassemble and replace the faulty bolts per SOCATA SB No. BS 10-123-57. (DGAC AD 2001-306(A) refers)
- Compliance:** Affected S/Ns at next scheduled 100 hour maintenance check. For uninstalled spares, inspect before fitting to aircraft.
- Effective Date:** 27 September 2001

**DCA/TB9/40 Nose Gear Fork - Inspection**

- Applicability:** Model TB9, TB10 and TB200 aircraft with nose gear forks manufactured by Socata and delivered as spare parts between 01 January 1999 and 28 February 2001.  
Model TB20 and TB21 aircraft, S/N 1893, 1894, 1896 through 1899, 1901 1902, 1904 through 2021, 2023 through 2033, 2035, 2036 and 2038.
- Requirement:** To prevent failure of the nose landing gear, disassemble and inspect in accordance with the following Socata SBs:  
TB9, TB10 and TB200: SB SOCATA TB No BS 10-120-32  
TB20 and TB21 SB SOCATA TB No. BS 10-119-32  
(DGAC AD 2001-304 & 305 refer)
- Compliance:** At the next scheduled 100 hour inspection.
- Effective Date:** 27 September 2001

**DCA/TB9/41 Ammeter Circuit - Modification**

- Applicability:** Model TB9, TB10, TB200, TB 20 and TB21 aircraft fitted with an ammeter option, OPT 10 593 00M or OPT 10 689 or OPT 10D689 00.
- Requirement:** To prevent failure of the ammeter circuit with associated fire risk, modify the circuit per SOCATA TB 10-122-24. (DGAC AD 2001-446(A) refers)
- Compliance:** Within next 50 hours TIS.
- Effective Date:** 20 December 2001

**DCA/TB9/42 Landing Gear Actuators – Inspection**

- Applicability:** Model TB 20 and TB 21 aircraft, S/N 275 through to 2130, 2132 through to 2136, 2138 through to 2154, 2157 through to 2162 and 2170.
- Requirement:** To prevent failure of the retraction actuator mechanism, which may lead to uncommanded extension of the main or front landing gear, accomplish the following:  
1. Inspect all three landing gear actuators per paragraph B of the accomplishment instructions of Socata SB No TB 10-133-32.  
2. Re-torque all three landing gear actuator end fittings per paragraph C of the Socata SB No TB 10-133-32 .  
(DGAC AD 2002-574 refers)
- Compliance:** 1. Within 50 hours TIS.  
2. Within 100 hours TIS.
- Effective Date:** 19 December 2002

**DCA/TB9/43B Flight Control Gimbal Joint - Inspection**

- Applicability:** Model TB9, TB10, TB 20, TB21 and TB200 aircraft, all S/N except those that have incorporated Socata modification 10-0209-27 or Socata TB SB No SB 10-140.
- Requirement:** To prevent failure of the shear pin in the aileron or elevator control gimbal joints, inspect per EADS Socata SB, TB 10-130 Rev 2.  
(DGAC AD 2003-368R2 refers)
- Compliance:** At 300 hours TTIS or within next 50 hours TIS whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** DCA/TB9/43A - 30 October 2003  
DCA/TB9/43B - 25 March 2004

**DCA/TB9/44 Pitch Trim Actuator – Inspection & Repair**

- Applicability:** Model TB20 and TB21 aircraft, S/N 2042, 2050, 2056 through to 2118, 2123 through to 2125 and 2144.
- Requirement:** To prevent loose seals allowing water to build up inside the actuator where it may freeze and prevent operation of pitch trim, inspect the actuator seals and replace if necessary per EADS Socata SB TB No. 10-135.  
(DGAC AD 2003-286 refers)
- Compliance:** Within 100 hours TIS.
- Effective Date:** 30 October 2003

**DCA/TB9/45 Nose Gear Fork - Inspection**

- Applicability:** Model TB9 TB10 and TB200 aircraft, S/N 2054, 2074 through to 2155 and 2184.
- Requirement:** To detect a manufacturing defect which has resulted in incorrect orientation of the forging grain flow lines which may reduce the strength of the nose gear fork, inspect per EADS Socata SB TB No. 10-138.  
(DGAC AD 2003-285 refers)
- Compliance:** By 31 December 2003.
- Effective Date:** 30 October 2003

**DCA/TB9/46 Main Landing Gear Bearing - Inspection**

- Applicability:** Model TB20 aircraft, S/N 1 through to 2208 that have accumulated less than 50 hours since delivery or installation of MLG hinged strut.
- Requirement:** To detect failure of the crimping to retain the plain bearing in the main landing gear hinged strut, inspect per Socata SB TB No 10-139.  
(AD F-2003-390 refers)
- Compliance:** Within 5 hours TIS.
- Effective Date:** 25 March 2004

**DCA/TB9/47 Wing Spar Lower Boom – Inspection**

**Applicability:** Model TB 20 and TB 21 aircraft, S/N 1 through to 9999 with repair No REP 20.031 not embodied on both sides of the aircraft.

**Requirement:** To correct possible interference between the wing spar lower boom and the wheel fairing attaching screws, which if left uncorrected will reduce the fatigue life of the wing spar with potentially catastrophic results, inspect the wing spar lower boom and repair as necessary, per the accomplishment instructions in EADS Socata Service Bulletin No. 10-148.

If the damage exceeds the acceptable values given in SB No. 10-148, or if the defect is not located in areas depicted in figure 2 of SB No. 10-148, then the type 1 or type 2 repair is no longer an acceptable repair solution. A written report shall be sent to the manufacturer requesting an acceptable repair scheme, per paragraph A-5 of SB No. 10-148.

Further flight is prohibited until a manufacturer approved repair has been accomplished, or if the aircraft manufacturer agrees to further flight.

(EASA AD 2006-0123 refers)

**Compliance:** Within 100 hours TIS or by 29 June 2007, whichever occurs sooner.

**Effective Date:** 29 June 2006

**DCA/TB9/48 Engine and NLG Mounts – New Life Limits**

**Applicability:** Model TB 9 and TB 10 aircraft, all S/Ns.

**Requirement:** This AD introduces a 10 000 hour life limit for the engine and NLG mounts, per the Airworthiness Limitations Section of the relevant Aircraft Maintenance Manual (AMM), revision 18.

(EASA AD 2007-0034 refers)

**Compliance:** From the effective date of this AD.

**Effective Date:** 29 March 2007

**DCA/TB9/49 Cabin Door Catches – Inspection**

**Applicability:** Model TB 9, TB 10, TB 20 and TB 21 aircraft, fitted with aluminium alloy cabin door catches.

**Requirement:** To prevent failure of the cabin door catch accomplish the following:

1. Inspect the cabin door catches for cracks per the instructions in EADS Socata Service Bulletin No 10-058. Replace cracked catches before further flight.
2. Replace AU4G door catches with steel catches P/N TB 10 250 72 101.

(EASA AD 2007-0101 refers)

**Note 1:** Replacing AU4G aluminium-alloy cabin door catches with steel catches is terminating action to the inspection requirements of this AD.

**Compliance:** 1. Within the next 100 hours TIS or annual inspection, whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS.

2. Within 1500 hours TTIS or within 50 hours TIS for door catches which have exceeded 1500 hours TTIS, or by 31 December 2011 whichever is the sooner.

**Effective Date:** 31 May 2007

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. The link to the NAA website is available on the CAA website at

<http://www.caa.govt.nz/airworthiness-directives/states-of-design/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

**2015-0130 Horizontal Stabiliser Spar – Inspection**

**Applicability:** Socata TB 9, TB 10, TB 20, TB 21 and TB 200 aeroplanes, all S/N.

**Effective Date:** 21 July 2015

**2018-0030R1 Wing Front Attachments – Inspection**

**Applicability:** Socata TB 9, TB 10 and TB 200 aeroplanes, all S/N.

**Note:** Since EASA AD 2018-0030 was issued, it has been determined that the aircraft configuration referred to in Table 5 of the AD incorrectly referred to the installation instructions, rather than to the modification kit number. The AD revised to correct this error.

**Effective Date:** EASA AD 2018-0030 - 22 February 2018  
EASA AD 2018-0030R1 - 28 June 2018

**\* 2019-0274 Main Landing Gear Leg – Inspection**

**Applicability:** Socata TB 20 and TB 21 aeroplanes, all S/N.

**Effective Date:** 21 November 2019