



Airworthiness Directive

AD No.: 2025-0160

Issued: 25 July 2025

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

DAHER AEROSPACE

Type/Model designation(s):

TB 9, TB 10, TB 200, TB 20 and TB 21 aeroplanes

Effective Date: 08 August 2025

TCDS Number(s): EASA.A.378

Foreign AD: Not applicable

Supersedure: This AD supersedes DGAC France AD 2001-002(A) dated 10 January 2001.

ATA 27 – Flight Controls – Lower Rudder Hinge Fitting – Inspection

Manufacturer(s):

Compagnie DAHER, formerly SOCATA, EADS SOCATA, Société de Construction d'Avions de Tourisme et d'Affaires

Applicability:

DAHER Aerospace TB 9, TB 10, TB 200, TB 20 and TB 21 aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Lower hinge rudder fitting.

The SB: EADS SOCATA Service Bulletin (SB) 10-114-55.

The AMM Task: Aircraft Maintenance Manual (AMM) Chapter 05-20-01 / ATA 55-40 / Step 1.

Reason:

In 2001, an occurrence of separation between the rudder and its control linkage due to the rupture of the lower hinge fitting has been reported on a TB 9 aeroplane.



This condition, if not detected and corrected, could result in loss of control of the aeroplane.

To address this potential unsafe condition, EADS SOCATA issued the SB to provide inspection instructions. Consequently, DGAC France issued AD 2001-002(A) to require one-time inspection of each affected part.

Since that AD was issued, it was identified that a repetitive inspection had been inadvertently omitted from DGAC France AD 2001-002(A).

For the reason described above, this AD retains the requirements of AD 2001-002(A), which is superseded, and requires repetitive inspections of the affected part.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection:

- (1) Within 3 months after the effective date of this AD, or within 12 months since last accomplishment of the applicable AMM Task, as defined in this AD, whichever occurs later, and, thereafter, at intervals not to exceed 12 months, accomplish a visual inspection of the affected part in accordance with the SB (see Note 1 of this AD).

Note 1: A non-cumulative tolerance of 60 days may be applied to the compliance times specified in paragraph (1) of this AD to allow synchronization of the required actions/inspections with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual.

Corrective Action:

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, contact DAHER Aerospace for approved repair instructions and, within the compliance time identified therein, accomplish those instructions accordingly.

Terminating Action:

- (3) None.

Credit:

- (4) Inspections accomplished on an aeroplane, in accordance with the applicable AMM Task, are acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

EADS SOCATA SB 10-114-55 original issue dated September 2000.

The use of later approved revisions of the above-mentioned document (that may be published by DAHER Aerospace, the current design approval holder) is acceptable for compliance with the requirements of this AD.



Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 22 August 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: DAHER Aerospace, Direction des services, 65921 Tarbes Cedex 9, France, Telephone +33 (0) 5 62 41 73 00, Fax + 33 (0) 5 62 41 76 54, E-mail: TBMCare@daher.com



TRADUCTION DE COURTOISIE
de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2025-0160

DAHER AEROSPACE

Avions TB 9, TB 10, TB 200, TB 20 et TB 21

Commande de vol - Fixation de la charnière inférieure de la gouverne de direction - Inspection

DATE D'ENTREE EN VIGUEUR :

08 août 2025

CONSTRUCTEUR(S) :

DAHER AEROSPACE

APPLICABILITE :

Avions TB 9, TB 10, TB 200, TB 20 et TB 21

DEFINITIONS :

Les définitions suivantes s'appliquent dans le cadre de cette CN :

Pièce concernée : Fixation de la charnière inférieure de la gouverne de direction.

Le SB : EADS SOCATA Service Bulletin (SB) 10-114-55

Tâche AMM: Aircraft Maintenance Manual (AMM) Chapter 05-20-01 / ATA 55-40 / Step 1

RAISON :

En 2001, un cas de séparation entre la gouverne de direction et sa tringlerie de commande due à la rupture de charnière inférieure a été signalé sur un avion TB 9.

Cette situation, si elle n'est pas détectée et corrigée, peut entraîner une perte de contrôle de l'avion.

Pour remédier à cette situation potentiellement dangereuse, EADS SOCATA a publié le SB afin de fournir des instructions d'inspection. En conséquence, la DGAC a publié la CN 2001-002(A) pour exiger une inspection unique de chaque pièce concernée.

Depuis la publication de cette CN, il a été constaté qu'une inspection répétitive avait été omise par inadvertance dans la CN 2001-002(A) de la DGAC.

Pour la raison décrite ci-dessus, la CN conserve les exigences de la CN 2001-002(A), qui est remplacée, et exige des inspections répétées de la pièce concernée.

ACTIONS ET DELAIS D'APPLICATION :

Requises telles que précisées dans cette CN, sauf si ces actions requises par cette CN ont déjà été réalisées :

Inspections :

- (1) Dans les 3 mois suivant la date d'entrée en vigueur de cette CN ou dans les 12 mois suivant la dernière réalisation de la tâche de maintenance AMM applicable telle que définie dans cette CN à un intervalle ne dépassant pas 12 mois, effectuer une inspection visuelle de la pièce concernée conformément au SB (voir note 1 de cette CN).

Note 1 : Une tolérance non cumulative de 60 jours peut être appliquée aux délais de mise en conformité spécifiés au paragraphe 1 de cette CN pour permettre la synchronisation des actions/inspections requises avec d'autres tâches d'entretien pour lesquelles une tolérance est déjà accordée dans le manuel d'entretien applicable.

Mesures correctives :

- (2) Si, lors d'une inspection requise au paragraphe (1) de la CN, des anomalies sont détectées, avant le prochain vol, contacter DAHER AEROSPACE pour obtenir les instructions de réparation approuvées et, dans le délai de conformité indiqué, procéder à la réalisation de ces instructions en conséquence.

Mesures de clôture :

- (3) Aucune

Crédit :

- (4) Les inspections effectuées sur un avion, conformément à la tâche de maintenance AMM applicable, sont acceptables pour satisfaire aux exigences du paragraphe (1) de cette CN pour cet avion.

DOCUMENTS DE REFERENCE :

SB de EADS SOCATA SB10-114-55 originalement publié en septembre 2000.

L'utilisation de révisions approuvées ultérieurement des documents susmentionnés (qui peuvent être publiés par DAHER AEROSPACE, l'actuel détenteur du certificat de conception) est acceptable pour la conformité aux exigences de la CN.

REMARQUES :

[...]