

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-T-107/1999**

Datum vydání: 1. listopadu 1999

## LETADLO - SVISLÉ OCASNÍ PLOCHY (ATA55) - KONTROLA

**Týká se:** letadel SOCATA TB9, TB10, TB200, TB20, TB21, všech výrobních čísel.

**Důvod vydání:** zjištěn případ chybějícího předního zdvojeného závěsu kýlu u letadla TB10 S/N 6.

**Datum účinnosti:** ihned po obdržení.

**Provést v termínech:** Jak je popsáno v DGAC AD 1999-319(A).

**Postup provedení prací:** Dle pokynů v DGAC AD 1999-319(A).

*Poznámky: Provedení tohoto PZZ musí být zapsáno do motorové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. M. Vyhnálek. Pokud to vyžaduje povaha tohoto PZZ musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD 1999-319(A).*

**Ing. Pavel MATOUŠEK**  
**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

**DGAC AD 1999-319(A)**

**SOCATA**

TB9, TB10, TB200, TB20 & TB21 airplanes

Verification of the presence of the vertical stabilizer forward junction doubler (ATA 55)

### 1. APPLICABILITY :

This Airworthiness Directive applies TB 9, TB 10, TB 200, TB 20 and TB 21 airplanes, all serial numbers. It must be put in the journey log of the airplane, until of the paragraph B of the present AD.

### 2. REASON :

Further to the findings of the absence of the vertical stabilizer forward junction doubler on the TB 10 S/N 6, the following measures are made mandatory at the effective date of this Airworthiness Directive.

### **3. MANDATORY ACTIONS AND COMPLIANCE TIME :**

**A.** Before every flight and until the application of the paragraph B of the present AD, proceed during the pre-flight check to the verification of the lack of gap between the vertical stabilizer leading edge and the fuselage.

If during this inspection :

- a) No gap between the vertical stabilizer leading edge and the fuselage is discovered, the airplane is considered airworthy
- b) A gap between the vertical stabilizer leading edge and the fuselage is discovered, before next flight contact the manufacturer at the address indicated hereafter.

**B.** Within 50 hours T.I.S. or during the next periodic inspection, whichever occurs first, check through the air cooling oval hole, located on the leading edge of the horizontal stabilizer, the presence of the vertical stabilizer forward junction doubler.

If during this inspection :

- a) The vertical stabilizer small spar junction doubler is installed, return the airplane to service.
- b) The absence of the vertical stabilizer forward junction doubler is discovered, before next flight contact the manufacturer:

Direction des Services SOCATA

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Record the application of this Airworthiness Directive on the aircraft logbook.

This AD has been the subject of a telegraphic diffusion on July 22,1999 to the operators.

**EFFECTIVE DATE : JULY 22 1999**

[Same as the Telegraphic AD T1999-319(A)]

