



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: Recommended Alternative
Inspection Schedule for Daher
(Socata) TBM Series Aircraft

Date: 1/29/16

AC No: 43-211A

Initiated by: AFS-300

Change:

- 1 PURPOSE.** This advisory circular (AC) recommends an inspection schedule for owners of Daher (Socata) TBM Series aircraft. If aircraft owners/operators and maintenance providers inspect aircraft under a progressive inspection program, this AC will help ensure they comply with Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.409. While this AC provides one way of addressing progressive inspections of TBM Series aircraft, it may not be the only way. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way, and the document is intended only to provide information to the public regarding existing requirements under the law or agency policies.
- 2 CANCELLATION.** This AC cancels AC 43-211, Recommended Alternative Inspection Schedule for Socata TBM-700 Aircraft, dated August 9, 2006.
- 3 BACKGROUND.** Manufacturers generally provide instructions for inspecting and maintaining aircraft they produce. They may provide checklists and set timeframes for certain inspections that should be performed. These are often in chapter 5 of a manufacturer's maintenance manual. However, aircraft operators should be aware that these programs are not always written for exclusive use within the United States. Sometimes there are options included in these programs that may not meet U.S. regulations.

Note: Daher (Socata) has published an inspection schedule for the TBM Series in the Aircraft Maintenance Manual (AMM) that is similar to a progressive inspection program. These inspections cover a cycle of 800 flight-hours or 48 months, whichever occurs first. As written, the manufacturer's inspection program would not be in compliance with Federal Aviation Administration (FAA) regulations, if the aircraft is operated less than 800 flight-hours per year. Section 91.409 requires that a complete aircraft inspection is accomplished at least annually.
- 4 DISCUSSION.** In all cases, aircraft inspected per options under § 91.409(a), (b), or (d) must cover a complete inspection of the aircraft within 12 calendar-months. This prohibition is very clear in the regulations. In a progressive inspection, the inspection can be spread out over several intervals, unlike an annual inspection, which is performed all at once. In addition, operators wanting to follow a progressive inspection program must request that in writing to the responsible Flight Standards District Office (FSDO) for the

area where the operator is located. In addition, § 91.409(d) provides a list of things that must be included in that request.

4.1 Unacceptable Manufacturer Inspection Programs. Sometimes manufacturers publish procedures in their maintenance manuals that are contrary to the FAA regulations. This can be especially true for aircraft that are manufactured overseas and are marketed to more than one country. If a procedure or inspection program is published in a manufacturer's manual and found to be contrary to the regulations, that procedure does not authorize a deviation to the regulations. The regulations will take precedence over the manufacturer's instructions. In this case the regulations, specifically § 91.409, prescribe the inspection program requirements that must be met. Section 91.409(e) allows some aircraft to use a current inspection program recommended by the manufacturer, but these aircraft must meet the eligibility and applicability requirements in § 91.409(e). Single-engine, turbine-powered airplanes such as the TBM Series do not meet the eligibility requirements under the regulations; therefore, the manufacturer's recommended program under § 91.409(f)(3) is not an option.

4.2 Acceptable Manufacturer Inspection Programs. Manufacturers can develop programs that meet the criteria of annual, 100-hour, or progressive inspection programs that are required under § 91.409(a), (b), or (d). Those programs may be used as long as they meet the scope and detail of 14 CFR part 43 appendix D and are completed within 1 calendar-year.

Note: Owners or operators who select to use a progressive inspection program must submit a written request to the responsible FSDO for the area in which the applicant is located. The frequency and detail of the progressive inspection shall provide for the complete inspection of the aircraft within each 12 calendar-months and will be consistent with the manufacturer's recommendations, field service experience, and the kind of operation in which the aircraft is engaged. The progressive inspection schedule must ensure that the aircraft, at all times, will be airworthy and will conform to all applicable FAA aircraft specifications, Type Certificate Data Sheets (TCDS), Airworthiness Directives (AD), and other approved data.

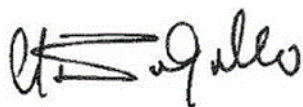
5 RECOMMENDATIONS. Owners, operators, and maintenance providers of TBM Series aircraft are urged to review their maintenance inspection schedules to (1) determine regulatory compliance, and (2) be aware of the regulatory inspection requirements for their aircraft. Aircraft inspection options available to the TBM Series include the following:

- Annual inspection in accordance with § 91.409(a)(1) and part 43 appendix D; or
- A progressive inspection in accordance with § 91.409(d) (operators must submit a written request to the responsible FSDO before using this option).

Note: The requirements under part 91 subpart E apply to all U.S.-registered civil aircraft operating within or outside the United States. Owners or operators of

these aircraft must meet these requirements to be in compliance with the regulations.

- 6 COMMENTS INVITED.** Direct questions or comments to the General Aviation Aircraft Branch at 202-267-1675. For your convenience, the Advisory Circular Feedback Form is the last page of this AC. Note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this AC on the Advisory Circular Feedback Form.



John Barbagallo
Deputy Director, Flight Standards Service

Advisory Circular Feedback Form

If you find an error in this AC, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by contacting the Flight Standards Directives Management Officer at 9-AWA-AFB-120-Directives@faa.gov.

Subject: AC 43-211A, Recommended Alternative Inspection Schedule for Daher (Socata) TBM Series Aircraft

Date: _____

Please check all appropriate line items:

An error (procedural or typographical) has been noted in paragraph _____ on page _____.

Recommend paragraph _____ on page _____ be changed as follows:

In a future change to this AC, please cover the following subject:
(Briefly describe what you want added.)

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____

Date: _____