


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0203</p> <p>Date: 07 October 2015</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: SOCATA</p>	<p>Type/Model designation(s): MS 880, MS 890 and RALLYE aeroplanes</p>	
<p>TCDS Number: EASA.A.377 and EASA.A.379</p>		
<p>Foreign AD: Not Applicable</p>		
<p>Supersedure: This AD supersedes DGAC France AD 91-163(A)R2 dated 30 March 1994.</p>		
ATA 32	Landing Gear – Nose Wheel Axle and Attachment Screws – Inspection / Replacement	
<p>Manufacturer(s):</p>	<p>Société de Construction d'Avions de Tourisme et d'Affaires "S.O.C.A.T.A." - Groupe AEROSPATIALE, Société d'Exploitation des Etablissements MORANE-SAULNIER, Société MORANE-SAULNIER)</p>	
<p>Applicability:</p>	<p>MS 880 B, MS 880 B-D, MS 881, MS 883, MS 884, MS 885, MS 886, MS 887, MS 890 A, MS 890 B, MS 892 A.150, MS 892 B.150, MS 892 E.150, MS 892 E-D.150, MS 893 A, MS 893 B, MS 893 E, MS 893 E-D, MS 894 A, MS 894 E, RALLYE 100 S, RALLYE 100 S-D, RALLYE 100 ST, RALLYE 100 ST-D, RALLYE 110 ST, RALLYE 150 ST, RALLYE 150 ST-D, RALLYE 150 T, RALLYE 150 T-D, RALLYE 150 SV, RALLYE 150 SVS, RALLYE 180 T, RALLYE 180 TS, RALLYE 180 T-D, RALLYE 235 A, RALLYE 235 F, RALLYE 235 E and RALLYE 235 E-D aeroplanes, all manufacturer serial numbers.</p>	
<p>Reason:</p>	<p>A nose landing gear (NLG) wheel axle rupture occurred in service. The results of the technical investigations revealed that this failure was due to premature wear.</p> <p>This condition, if not detected and corrected, could lead to cracks in the axle and detachment of axle and wheel, possibly resulting in failure of the NLG with consequent damage to the aeroplane and injury to occupants.</p> <p>To address this potential unsafe condition, DGAC France issued AD 91-163(A) (later revised twice) to require repetitive detailed inspections (DET) of the NLG wheel axle and replacement of the NLG wheel axle attachment screws in accordance with the instructions of SOCATA Service Bulletin (SB) 150-32.</p> <p>Since DGAC France AD 91-163(A)R2 was issued, new findings led to an</p>	

	<p>adjustment of the inspection interval. Consequently, SOCATA issued SB 150-32, now at Revision 3.</p> <p>For the reasons described above, this new AD retains the requirements of DGAC France AD 91-163(A)R2, which is superseded, but requires these actions to be accomplished within reduced intervals.</p>												
Effective Date:	21 October 2015												
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 200 FH, accomplish a DET of NLG wheel axle and attachment screws in accordance with the instructions of SOCATA SB 150-32, Revision 3.</p> <p style="text-align: center;">Table 1 – Initial DET</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Compliance Time (whichever occurs later, A or B)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td>Before exceeding 200 flight hours (FH) since aeroplane first flight or since last inspection in accordance with SOCATA SB 150-32 at Revision 2, as applicable.</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Within 50 FH after the effective date of this AD, or within 500 FH since last inspection in accordance with SOCATA SB 150-32 at Revision 2, whichever occurs first.</td> </tr> </tbody> </table> <p>(2) If, during any DET as required by paragraph (1) of this AD, any discrepancy, as defined in SOCATA SB 150-32 at Revision 3, is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of SOCATA SB 150-32 at Revision 3.</p> <p>(3) Within the compliance time defined in Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed 2 000 FH, replace the NLG wheel axle attachment screws with new ones in accordance with the instructions of SOCATA SB 150-32 at Revision 3.</p> <p style="text-align: center;">Table 2 – Initial Attachment Screws Replacement</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Compliance Time (whichever occurs later, C or D)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">C</td> <td>Before exceeding 2 000 FH since aeroplane first flight, or since last attachment screws replacement with new ones as applicable.</td> </tr> <tr> <td style="text-align: center;">D</td> <td>Within 50 FH after the 09 April 1994 [the effective date of DGAC France AD 91-163(A)R2].</td> </tr> </tbody> </table> <p>(4) From the effective date of this AD, installation of a used replacement NLG or used replacement NLG wheel axle is allowed, provided that, prior to installation, the NLG wheel axle passes an inspection in accordance with the instructions of SOCATA SB 150-32 at Revision 3 (see Note), and the NLG wheel axle attachment screws are replaced with new ones.</p> <p>Note: In showing compliance with the inspection requirement of paragraph (4) of this AD, credit may be taken from an inspection of a NLG wheel axle performed in accordance with SOCATA SB 150-32 at Revision 2 or later, within 200 FH before the installation.</p>	Compliance Time (whichever occurs later, A or B)		A	Before exceeding 200 flight hours (FH) since aeroplane first flight or since last inspection in accordance with SOCATA SB 150-32 at Revision 2, as applicable.	B	Within 50 FH after the effective date of this AD, or within 500 FH since last inspection in accordance with SOCATA SB 150-32 at Revision 2, whichever occurs first.	Compliance Time (whichever occurs later, C or D)		C	Before exceeding 2 000 FH since aeroplane first flight, or since last attachment screws replacement with new ones as applicable.	D	Within 50 FH after the 09 April 1994 [the effective date of DGAC France AD 91-163(A)R2].
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Ref. Publications:	<p>SOCATA SB 150-32 Revision 2 dated January 1994, or Revision 3 dated September 2015.</p> <p>The use of later approved revisions of this document is acceptable for</p>												

	compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. This AD was posted on 04 September 2015 as PAD 15-116 for consultation until 02 October 2015. The Comment Response Document can be found at http://ad.easa.europa.eu.3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.4. For any question concerning the technical content of the requirements in this AD, please contact: SOCATA, Direction des services, 65921 Tarbes Cedex 9, France Telephone +33 (0) 5 62 41 73 00, Fax + 33 (0) 5 62 41 76 54. or for the U.S.A.: SOCATA NORTH AMERICA, 601 NE 10 Street, Pompano Beach, Florida 33060, United States of America Telephone +1 (954) -366-3331.