Airworthiness Directive

AD No.: 2026-0212

Issued: 04 November 2026

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 AIRCRAFT, SAS

Type/Model designation(s):

TBM 700 aeroplanes

Effective Date: 18 November 2026

TCDS Number(s): EASA.A.010

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Main Landing Gear Barrel – Inspection

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Manufacturer(s):

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

Applicability:

DAHER Aircraft TBM 700 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: DAHER Aircraft (DAHER) Service Bulletin (SB) 70-366-32.

Affected part: Main landing gear (MLG) barrels having a serial number (s/n) as listed in the Appendix 1 of this AD, which are part of MLG Part Number (P/N) D23767001-2 or P/N D23768001-2, except those which passed an inspection (no crack detected) in accordance with the instructions of the SB.

Serviceable part: Any MLG barrel, eligible for installation in accordance with approved DAHER instructions, which is not an affected part.

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Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

Cracks on the MLG barrel have been reported in service. Subsequent investigation revealed a manufacturing non-conformity in the area of the forging joint line of the MLG barrel, installed in the left-hand (LH) and/or right-hand (RH) MLG.

This condition, if not detected and corrected, could lead to fatigue cracks in the MLG barrel, which could result in a collapsed MLG during take-off or landing runs, and possibly reduce the structural integrity of the aeroplane.

To address this potential unsafe condition, DAHER issued the SB, providing instructions for inspection of the affected parts, and, depending on findings, applicable correction action(s).

For the reason described above, this AD requires a one-time inspection of the affected parts, and, depending on findings, replacement.

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:

One-time Inspection:

(1) For Group 1 aeroplanes: Within the compliance time as defined in Table 1 of this AD, accomplish an inspection of each affected part in accordance with the instructions of the SB.

Table 1 – Inspection Compliance Time

Compliance Time (whichever occurs later, **A** or **B**)	
A	Within 12 months or before exceeding 200 landings, whichever occurs first since the last annual inspection (see Note 1 of this AD)
B	Within 3 months after the effective date of this AD

Note 1: For aeroplanes on which, on the effective date of this AD, the annual inspection has never been accomplished or has been last accomplished more than 12 months ago, the inspection as required by paragraph (1) of this AD must be accomplished within 3 months after the effective date of this AD or within 12 months since the date of release of the EASA Form 52 of the aeroplane (or equivalent statement of conformity), whichever occurs later.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any crack is detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the SB.

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Part(s) Installation:

(3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install on any aeroplane an affected part provided that it is a serviceable part, as defined in this AD (see Note 2 of this AD).

Note 2: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part at the same location of the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (3) of this AD.

Ref. Publications:

DAHER SB 70-366-32 original issue dated August 2026.

The use of later approved revisions of the above-mentioned document 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. This AD was posted on 15 September 2026 as PAD 26-106 for consultation until 13 October 2026. The Comment Response Document can be found in the EASA Safety Publications Tool, in the 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 Aircraft, 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: care@daher.com.

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Appendix 1

List of Affected Parts (see Note 3 of this AD)

LH MLG P/N	MLG s/n	MLG barrel s/n
D23767001-2	17AR15709	17AR12775
	17AR16784	17AR12772
	18AR22372	17AR13109
	18AR28783	17AR19859
	19AR35100	18AR20444
	19AR35096	18AR20449
	21AR53453	21AR50674
	21AR50592	20AR47518

RH MLG P/N	MLG s/n	MLG barrel s/n
D23768001-2	18AR20510	17AR13079
	18AR22367	17AR13080
	18AR22369	17AR13083
	18AR22374	17AR15687
	18AR23851	17AR13118
	19AR31675	18AR20391
	19AR31678	18AR20392
	19AR33307	18AR20397
	19AR35678	18AR20398
	21AR50570	18AR26318
	21AR52551	21AR50678
	21AR52554	21AR50679

Note 3: RH MLG P/N, LH MLG P/N and MLG s/n are provided for information only.

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