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[4910-13-P]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-13817; Project Identifier MCAI-2026-00492-A]

RIN 2120-AA64

Airworthiness Directives; Daher Aircraft, SAS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2015-17-10, which applies to certain SOCATA (type certificate currently held by Daher Aircraft, SAS) (Daher) Model TBM 700 airplanes. AD 2015-17-10 requires repetitively inspecting the forging body of the main landing gear (MLG) for cracks and, depending on findings, performing corrective actions. AD 2015-17-10 allows for replacement of affected MLG with a reinforced landing gear as a terminating action for repetitive inspections. Since the FAA issued AD 2015-17-10, additional MLG serviceable parts have been developed, and it has been determined that dye penetrant is no longer an authorized inspection method. This proposed AD would continue to require the actions of AD 2015-17-10, add the additional serviceable parts, and eliminate the option of using dye penetrant as an inspection method. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

• Federal eRulemaking Portal: Go to regulations.gov. Follow the instructions for submitting comments.

• Fax: (202) 493-2251.

• Mail: U.S. Department of Transportation, Docket Operations, M-91, West Building Fifth Floor, Room W58-213, 1200 New Jersey Avenue SE, Washington, DC 20590.

• Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-13817; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

• For Daher Aircraft, Daher Aerospace, Daher-Socata, or EADS-Socata TBM material identified in this proposed AD, contact Daher Aircraft, SAS, Daher Aerospace Customer Support, Airplane Business Unit, Tarbes - Cedex 9, France; phone: +1 833 826 2273; email: tbmcare@daher.com; website: daher.com.

• You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222-5110.

FOR FURTHER INFORMATION CONTACT: Zakaria Abdi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316)

946-4141; email: zakaria.f.abdi@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under ADDRESSES. Include "Docket No. FAA-2026-13817; Project Identifier MCAI-2026-00492-A" at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend the proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to regulations.gov, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Zakaria Abdi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590.

Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2015-17-10, Amendment 39-18243 (80 FR 51456, August 25, 2015) (AD 2015-17-10), for certain SOCATA (type certificate currently held by Daher) Model TBM 700 airplanes. AD 2015-17-10 was prompted by MCAI originated by the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union. EASA issued AD 2006-0085R2, dated January 16, 2015 (EASA AD 2006-0085R2), to correct an unsafe condition identified as cracks in the MLG cylinder, which could cause the MLG to fail.

AD 2015-17-10 requires repetitively inspecting the forging body of the MLG for cracks and, depending on findings, corrective actions. AD 2015-17-10 allows for replacement of affected MLG with a reinforced landing gear as a terminating action for repetitive inspections The FAA issued AD 2015-17-10 to detect and address cracks in the MLG cylinder, which could cause the MLG to fail. Failure of the MLG cylinder could result in a collapsed MLG during takeoff or landing runs and possible reduced structural integrity of the airplane.

Actions Since AD 2015-17-10 was Issued

Since the FAA issued AD 2015-17-10, EASA revised EASA AD 2006-0085R2 and issued EASA AD 2006-0085R3, dated December 2, 2025 (EASA AD 2006-0085R3), to more fully define affected and serviceable parts and allow for installation of additional part numbers of reinforced MLGs developed by Daher as optional terminating action for the repetitive inspections. EASA then superseded EASA AD 2006-0085R3 and issued EASA AD 2026-0076, dated April 10, 2026 (EASA AD 2026-0076) (also referred to as the MCAI). The MCAI states that the dye penetrant inspection is not authorized for accomplishing the repetitive special detail inspection. EASA AD 2026-0076 partially

retains the requirements of EASA AD 2006-0085R3 and removes the dye penetrant inspection.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA-2026-13817.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Daher Aircraft Mandatory Service Bulletin (SB) 70-130, Revision 5, dated January 2026; and Daher Aerospace Mandatory SB 70-130, Revision 4, dated October 2025. This material specifies procedures for inspecting the forging body of the MLG for cracks and replacing any cracked part.

This proposed AD would also require Daher-Socata TBM Aircraft Mandatory SB 70-130, Revision 3, dated December 2014, which the Director of the Federal Register approved for incorporation by reference as of September 29, 2015 (80 FR 51456, dated August 25, 2015).

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

FAA's Determination

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI and material referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Proposed AD Requirements in this NPRM

This proposed AD would require accomplishing the actions specified in the material already described, except as discussed under "Differences Between this Proposed AD and the Referenced Material."

Differences Between this Proposed AD and the Referenced Material

Where Daher Aircraft Mandatory Service Bulletin No. SB 70-130, Revision 5, dated January 2026, provides instructions to contact Daher to obtain approved repair instructions and accomplish that repair accordingly, this AD instead requires contacting either the Manager, International Validation Branch, FAA; EASA; or Daher's EASA Design Organization Approval (DOA) for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly, including post-repair follow-on action(s), as applicable. If approved by the DOA, the approval must include the DOA-authorized signature.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 431 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this proposed AD:

Estimated costs

Action	Labor Cost	Parts Cost	Cost per product	Cost on U.S. operators
Special detailed inspection (eddy current or fluorescent penetrant) of the MLG forging body	4work-hours x $85 per hour = $340 (per inspection)	$0	$340 (per inspection)	$146,540 (per inspection)

The FAA estimates the following costs to do any necessary actions that would be required based on the results of the proposed inspection. The agency has no way of determining the number of airplanes that might need these actions:

On-condition costs

Action	Labor Cost	Parts Cost	Cost per product
Fluorescent penetrant inspection of MLG forging body	8 work-hours x $85 per hour = $680	$0	$680

MLG forging bodies that are found cracked may either be repaired or replaced. The extent of repairs that may be needed could vary significantly from airplane to airplane. The FAA has no way of determining the cost to repair or the number of airplanes that may require repair. The following presents the cost if replacement was chosen as the on-condition cost. This replacement may also be done at any time as terminating action for the repetitive inspection requirement of the proposed AD.

Action	Labor Cost	Parts Cost	Cost per product
MLG forging body replacement	4 work-hours x $85 per hour = $340	$6,000	$6,340

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by

prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that the proposed regulation:

(1) Is not a "significant regulatory action" under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by:

a. Removing Airworthiness Directive 2015-17-10, Amendment 39-18243 (80 FR 51456, August 25, 2015); and

b. Adding the following new airworthiness directive:

Daher Aircraft, SAS: Docket No. FAA-2026-13817; Project Identifier MCAI-2026-00492-A.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

This AD replaces AD 2015-17-10, Amendment 39-18243 (80 FR 51456, August 25, 2015) (AD 2015-17-10), which superseded AD 2007-04-13, Amendment 39-14945 (72 FR 7576, February 16, 2007) (AD 2007-04-13).

(c) Applicability

This AD applies to Daher Aircraft, SAS Model TBM 700 airplanes, certificated in any category, manufacturer serial numbers 1 through 638 and 687, that have an affected part installed as defined in paragraph (f)(1) of this AD.

Note 1 to paragraph (c): Airplanes on which Daher MOD 70-0190-32 has been embodied in production are not affected by the requirements of this AD, provided that, since first flight, no "affected part" has been installed on that airplane.

(d) Subject

Joint Aircraft System Component (JASC) Code 3200, Landing Gear System.

(e) Unsafe Condition

This AD was prompted by cracks reported on main landing gear (MLG) cylinders in service. The FAA is issuing this AD to detect cracks on MLG cylinder. The unsafe

condition, if not addressed, could result in a collapsed MLG during take-off or landing runs and reduced structural integrity of the airplane.

(f) Definitions

For the purpose of this AD:

(1) An “affected part” is a MLG with forging body having part number (P/N) 21236-000-00, 21236-000-01, 22609-000-00, 22609-001-00, 22611-000-00, 22611-001-00, D67685, or D67686.

(2) A “serviceable part” is any MLG forging body that is not an affected part.

(g) Compliance

Comply with this AD within the compliance times specified, unless already done.

(h) Required Actions

(1) Within the compliance time specified in paragraphs (h)(1)(i) through (iii) of this AD, as applicable, and thereafter at intervals not to exceed 240 landings (LDGs), accomplish a special detailed inspection (SDI) (eddy current or fluorescent penetrant) of the ”affected part” in accordance with the Accomplishment Instructions C. of Daher Aircraft Mandatory Service Bulletin (SB) 70-130, Revision 5, dated January 2026 (Daher Mandatory SB 70-130, Revision 5).

(i) For airplanes with an “affected part” that was at 3,500 landings or more since the first installation on an airplane as of March 23, 2007 (the effective date retained from AD 2007-04-13), within 25 landings after March 23, 2007 (the effective date retained from AD 2007-04-13).

(ii) For airplanes with an “affected part” that was at 1,751 landings or more since the first installation on an airplane as of March 23, 2007 (the effective date retained from AD 2007-04-13) but less than 3,500 landings, within 100 landings after March 23, 2007 (the effective date retained from AD 2007-04-13).

(iii) For airplanes with “an affected part” that was either at or under 1,750 landings as of March 23, 2007 (the effective date of AD 2007-04-13): Upon or before accumulating 1,750 landings on “affected part” since new or within the next 100 landings after September 29, 2015 (the effective date retained from AD 2015-17-10), whichever occurs later.

(2) If, during any SDI as required by paragraph (h)(1) of this AD, any crack is suspected or confirmed, before further flight, remove the MLG leg and confirm the presence of the crack with a fluorescent penetrant inspection in accordance with the Accomplishment Instructions C. of Daher Mandatory SB 70-130, Revision 5.

(3) If, during the fluorescent penetrant inspection as required by paragraph (h)(2) of this AD, any crack is confirmed, before further flight, replace the part as specified in paragraph (i) of this AD or contact the Manager, International Validation Branch, FAA; the European Union Aviation Safety Agency (EASA); or Daher’s EASA Design Organization Approval (DOA) for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly, including post-repair follow-on action(s), as applicable. If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Terminating Action

Modification of an airplane in service, by installation of a “serviceable part” as defined in paragraph (f)(2) of this AD in both left-hand and right-hand MLGs in accordance with the instructions of paragraph E of Daher-Socata TBM Aircraft Mandatory SB 70-130, Revision 3, dated December 2014; Daher Aerospace Mandatory SB 70-130, Revision 4, dated October 2025 (Daher Aerospace Mandatory SB 70-130, Revision 4); or Daher Mandatory SB 70-130, Revision 5, constitutes terminating action for the inspections required by paragraph (h)(1) of this AD.

Note 2 to paragraph (i) of this AD: Daher Component Maintenance Manuals (CMM) 32-11-01 and 32-11-02 also contain instructions on the installation of a "serviceable part."

(j) Calculating Unknown Number of Landings for Compliance

The compliance times of this AD are presented in landings instead of hours time-in-service (TIS). If the number of landings is unknown, hours TIS may be used by dividing the number of hours TIS by 1.35.

(k) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (h) of this AD if those actions were performed before the effective date of this AD using Daher Aerospace Mandatory SB 70-130, Revision 4; Daher-Socata TBM Aircraft Mandatory Service Bulletin No. SB 70-130, Revision 3, dated December 2014; Daher Aircraft Mandatory SB 70-130, Revision 2, dated June 2014; Daher Aircraft Mandatory SB 70-130, Revision 1, dated November 2013; or EADS-Socata TBM Aircraft Mandatory SB 70-130, dated January 2006.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (m)(1) of this AD and email to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(m) Additional Information

(1) For more information about this AD, contact Zakaria Abdi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946-4141; email: zakaria.f.abdi@faa.gov.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (n)(4) of this AD.

(n) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on [DATE 35 DAYS AFTER PUBLICATION OF THE FINAL RULE].

(i) Daher Aircraft Mandatory Service Bulletin (SB) 70-130, Revision 5, dated January 2026.

(ii) Daher Aerospace Mandatory SB 70-130, Revision 4, dated October 2025.

(4) The following material was approved for IBR on September 29, 2015 (80 FR 51456, dated August 25, 2015).

(i) Daher-Socata TBM Aircraft Mandatory SB 70-130, Revision 3, dated December 2014.

(ii) Reserved

(5) For Daher Aerospace, Daher Aircraft, Daher-Socata, or EADS-Socata TBM material identified in this AD, contact Daher Aircraft, SAS, Daher Aerospace Customer Support, Airplane Business Unit, Tarbes - Cedex 9, France; phone: +1 833 826 2273; email: tbmcare@daher.com; website: daher.com.

(6) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222-5110.

(7) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on November 13, 2026.

Steven W. Thompson,
Acting Deputy Director, Compliance & Airworthiness Division,
Aircraft Certification Service.
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