SOCATA TBM 900 Model Guide

The SOCATA TBM 900 is a turboprop aircraft. The inputs give no seating, performance or weight data for it. The only document is Service Bulletin SB 70-225 Revision 1, on the GTX 33 transponder ADS-B OUT configuration. Use this guide to check that bulletin during a purchase inspection.

KEY TAKEAWAYS

- The only source for the SOCATA TBM 900 is SB 70-225 Revision 1, which fixes an incorrect ADS-B OUT setting.
- Affected TBM 900 aircraft are S/N 1000 to S/N 1050, plus S/N 687, with the Mode S extended squitter transponder modification.
- The fix changes the transponder SOURCE INTEGRITY parameter. It takes one mechanic about 1 hour.
- Ask for the maintenance record entry showing SB 70-225 was completed, if your serial number is affected.

WHAT THE BULLETIN ADDRESSES

SB 70-225 is a Recommended bulletin. It covers an incorrect ADS-B OUT setting caused by an error in the system setting. The solution is to modify the SOURCE INTEGRITY parameter in the Garmin GTX 33 transponder configuration.

WHICH TBM 900S ARE AFFECTED

Affected TBM 900s are S/N 1000 to S/N 1050, plus S/N 687. They must have the Mode S transponder with extended squitter modification and the Garmin G1000 GDU software version 14.02 (Version B), fitted at the factory or through SB 70-216. For other aircraft the modification is applied at the factory.

COST, TIMING AND PAPERWORK

Application is at the user's convenience. Parts and labour are covered under warranty whatever the aircraft's warranty status, but the campaign ends 1 year and 1 month after the SB issuance reference date. Check whether that window is still open. Completion must be recorded with a maintenance record entry.

SAFETY NOTES

- SOCATA says it is VERY IMPORTANT to comply with SB 70-225. Operators who ignore it do so at their own risk.
- Only persons authorized by their Airworthiness Authorities may do the work, using the Garmin G1000 Line Maintenance Manual.