



Airworthiness Directive

AD No.: 2021-0267

Issued: 24 November 2021

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

VULCANAIR S.p.A.

Type/Model designation(s):

P.68 aeroplanes

Effective Date: 08 December 2021

TCDS Number(s): EASA.A.385

Foreign AD: Not applicable

Supersedure: None

ATA 55 – Stabilizers – Rudder Hinges – Inspection

Manufacturer(s):

Vulcanair S.p.A. (Vulcanair), formerly Partenavia Costruzioni Aeronautiche S.p.A.

Applicability:

P.68 "Victor", P.68B "Victor", P.68R "Victor", P.68C, P.68C-TC, P.68 "Observer", P.68 "Observer 2" and P.68TC "Observer" aeroplanes, all serial numbers (s/n).

Definitions:

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

The SL: Vulcanair Service Letter (SL) No. 23 Revision 2.

The applicable AMM: The Aircraft Maintenance Manual (AMM) applicable to the respective P.68 model and s/n as listed in Appendix 1 of this AD.

Reason:

Occurrences were reported of failures of the upper rudder hinge on P.68 aeroplanes due to corrosion, which can occur if the aeroplane is operated in an environment which may favour the formation of corrosion.

This condition, if not detected and corrected, could interfere with rudder movement and ultimately lead to failure, possibly resulting in loss of control of the aeroplane.



To address this potential unsafe condition, Vulcanair issued the SL and updated the applicable AMM, as defined in this AD, to provide inspection instructions.

For the reason described above, this AD requires repetitive inspections of the upper and lower rudder hinges and, depending on findings, accomplishment of applicable corrective action(s).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 200 flight hours (FH) or 12 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 200 FH or 12 months, whichever occurs first, inspect the upper and lower rudder hinges in accordance with the instructions of the SL and the applicable AMM.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any corrosion, crack or damage is detected, before next flight, contact Vulcanair for approved repair instructions and accomplish those instructions accordingly.

Terminating Action:

- (3) None.

Ref. Publications:

Vulcanair SL No. 23 Revision 2 dated 29 September 2021.

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 21 October 2021 as PAD 21-158 for consultation until 18 November 2021. No comments were received during the consultation period.
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: Vulcanair S.p.A. Airworthiness Office, Telephone +39 081 5918135 or +39 081 5918276, Email: office.oaw@vulcanair.com or airworthiness@vulcanair.com.



Appendix 1 – AMM Reference

Model	AMM reference / Revision (Rev.)	Aeroplane s/n
P.68 "Victor"	NOR10.709-9 / Rev. 16 (or later)	all
P.68B "Victor"	NOR10.709-9 / Rev. 16 (or later)	all
P.68R "Victor"	NOR10.709-9 / Rev. 16 (or later)	s/n 40 and s/n 430 only
	AMM10.702-3 / Rev. 7 (or later)	from s/n 453 onwards
P.68C	NOR10.709-1B / Rev. 8 (or later)	up to s/n 460
	AMM10.702-1 / Rev. 2 (or later)	from s/n 462 onwards
P.68C-TC	NOR10.709-1B / Rev. 8 (or later)	up to s/n 392
	AMM10.702-1 / Rev. 2 (or later)	from s/n 467 onwards
P.68 "Observer"	NOR10.709-1B / Rev. 8 (or later)	all
P.68 "Observer 2"	NOR10.709-10 / Rev. 4 (or later)	up to s/n 451
	AMM10.702-2 / Rev. 1 (or later)	from s/n 465 onwards
P.68TC "Observer"	NOR10.709-1B / Rev. 8 (or later)	up to s/n 394
	NOR10.709-4A / Rev. 3 (or later)	from s/n 400 up to s/n 461
	AMM10.702-2 / Rev. 1 (or later)	from s/n 481 onwards

