


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2010-0022</b>	
	<b>Date: 11 February 2010</b>	
<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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s):</b>	
Costruzioni Aeronautiche TECNAM	P2006T aeroplanes	
TCDS Number :	EASA.A.185	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 79</b>	<b>Oil - Oil Vent - Modification</b>	
Manufacturer(s):	Costruzioni Aeronautiche TECNAM srl	
Applicability:	P2006T aeroplanes, all serial numbers.	
Reason:	<p>During operation of a P2006T with an Outside Air Temperature (OAT) of around -10°C, accumulation of ice was detected on the oil vent. This occlusion determined a malfunction of the relevant engine with an increase of oil pressure. A descent at lower altitude avoided further ice accumulation on the oil vent and the aeroplane landed safely.</p> <p>Ice accumulation on the oil vent at very low outside temperatures, if not detected, could lead to double engine in-flight shut down.</p> <p>To prevent this condition, this AD requires the oil vent modification on both engines.</p>	
Effective Date:	25 February 2010	
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 50 flight hours or 60 days after the effective date of this AD, whichever occurs first, replace on both engines the oil vent hose with a new one part number 26-7-1590-001 and reposition it, in accordance with the instructions of Costruzioni Aeronautiche TECNAM Service Bulletin SB-014 CS.</p>	
Ref. Publications:	Costruzioni Aeronautiche TECNAM Mandatory Service Bulletin SB-014 CS	

	<p>dated 29 January 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"><li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li><li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li><li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any questions concerning the technical content of the requirements in this AD, please contact: Costruzioni Aeronautiche TECNAM srl - Airworthiness Office; Phone: +39 0823 620134 or fax +39 0823 622899; E-mail: <a href="mailto:m.oliva@tecnam.com">m.oliva@tecnam.com</a>; <a href="mailto:p.violetti@tecnam.com">p.violetti@tecnam.com</a> .</li></ol>