


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2010-0129</b></p> <p><b>Date: 24 June 2010</b></p> <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>		
<p><b>Type Approval Holder's Name :</b> Costruzioni Aeronautiche TECNAM S.r.l.</p>	<p><b>Type/Model designation(s):</b> P2006T aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.185</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p><b>ATA 32</b></p>	<p><b>Landing gear – Nose Landing Gear (NLG) Hydraulic Actuator - Modification</b></p>	
<p>Manufacturer(s):</p>	<p>Costruzioni Aeronautiche TECNAM S.r.l.</p>	
<p>Applicability:</p>	<p>Model P2006T aeroplanes, from serial number (S/N) 001 up to S/N 036 inclusive and S/N 049.</p>	
<p>Reason:</p>	<p>During maintenance ground checks performed on the landing gear retraction/extension of a P2006T, a crack was found on the hydraulic actuator of the nose landing gear.</p> <p>The manufacturer has identified the root cause of this discrepancy in a design deficiency in the rod of the hydraulic actuator.</p> <p>This condition, if not corrected, could determine uncommanded and improper extension of the nose landing gear.</p> <p>For the reason described above, this AD requires modifying the hydraulic actuator of the nose landing gear.</p>	
<p>Effective Date:</p>	<p>08 July 2010</p>	
<p>Required Action(s) and Compliance Time(s):</p>	<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, modify the hydraulic actuator of the nose landing gear in accordance with Costruzioni Aeronautiche TECNAM design change n° MOD2006/047 and the accomplishment instructions of Costruzioni Aeronautiche TECNAM Service Bulletin N° SB-026 CS.</p>	

Ref. Publications:	<p>Costruzioni Aeronautiche TECNAM Service Bulletin N° SB-026 CS dated 23 June 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 question concerning the technical content of the requirements in this AD, please contact: Costruzioni Aeronautiche TECNAM S.r.l., Airworthiness Office; Phone: +39 0823 620134; 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>