



Airworthiness Directive

AD No.: 2022-0167

Issued: 11 August 2022

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

Costruzioni Aeronautiche TECNAM S.p.A.

Type/Model designation(s):

P2006T aeroplanes

Effective Date: 25 August 2022

TCDS Number(s): EASA.A.185

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2022-0132 dated 04 July 2022.

ATA 27 – Flight Controls – Aileron Control Rod / Cover Panel Screws – Inspection

Manufacturer(s):

Costruzioni Aeronautiche TECNAM S.p.A. (TECNAM)

Applicability:

P2006T aeroplanes, all serial numbers (s/n) up to s/n 345 inclusive, and s/n 348, 352, 353, 355 and 357.

Definitions:

The SB: TECNAM Service Bulletin (SB) 574-CS Edition (Ed.) 1.

Affected part: Aileron control assemblies, having Part Number (P/N) 26-9-1502-000.

Groups: Group 1 aeroplanes are all s/n up to s/n 345 inclusive. Group 2 aeroplanes are s/n 348, 352, 353, 355 and 357.

Reason:

An occurrence was reported of finding damage on the aileron control rod. Subsequent investigation determined that the damage was caused by screws of excessive length which had been installed to attach the cabin ceiling panel covering the affected part.

This condition, if not detected and corrected, could lead to blocking of the aileron control rod, possibly resulting in reduced control of the aeroplane.



To address this potential unsafe condition, TECNAM issued the SB, up to Revision (Rev) 2, to provide instructions for a detailed inspection (DET) of the affected part for cracks and damage, and to verify the length of the screws installed on the cabin ceiling panel.

Consequently, EASA issued AD 2022-0132 to require a one-time DET of the affected part, measurement of the screws installed on the cabin ceiling panel covering the affected part and, depending on findings, accomplishment of the applicable corrective action(s).

Since that AD was issued, further investigation determined that additional aeroplane s/n are affected by this potential unsafe condition.

For the reason described above, this AD retains the requirements of EASA AD 2022-0132, which is superseded, and expands the Applicability by adding 5 aeroplane s/n.

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

Required as indicated, unless accomplished previously:

Inspection / Measurement:

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable, accomplish a DET of the affected part and measure the length of the screws installed on the ceiling cover panel in accordance with the instructions of the SB.

Table 1 – Affected Part Inspection

Group	Compliance Time
1	Within 10 flight hours (FH) after 18 July 2022 [the effective date of EASA AD 2022-0132]
2	Within 10 FH after the effective date of this AD

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, the length of any of the screws installed on the ceiling cover panel exceeds the limits as specified in the SB, before next flight, replace that screw with a serviceable part in accordance with the instructions of the SB.
- (3) If, during the inspection as required by paragraph (1) of this AD, any crack or damage is found on the affected part, before next flight, contact TECNAM for approved corrective action instructions and accomplish those instructions accordingly.

Ref. Publications:

TECNAM SB 574-CS Ed. 1 original issue (Rev 0), or Rev 1 dated 31 May 2022, or Rev 2 dated 04 July 2022, or Rev 3 dated 01 August 2022.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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: Costruzioni Aeronautiche TECNAM, Airworthiness Office, Telephone: +39 0823 997538, E-mail: technical.support@tecnam.com.

