

Airworthiness Directive

AD No.: 2021-0119

Issued: 30 April 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:

Costruzioni Aeronautiche TECNAM SPA

Type/Model designation(s):

P2012 aeroplanes

Effective Date: 14 May 2021

TCDS Number(s): EASA.A.637

Foreign AD: Not Applicable

Supersedure: None

ATA 27 – Flight Controls – Trim Tab Trailing Edge – Inspection

Manufacturer(s):

Costruzioni Aeronautiche TECNAM SPA (TECNAM)

Applicability:

P2012 “Traveller” aeroplanes, all manufacturer serial numbers from 002 to 030 inclusive.

Definitions:

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

The SB: TECNAM Service Bulletin (SB) 398-CS ed. 2.

Affected part: Mechanical trim actuator assembly, having Part Number 212-27-30-0410-000.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For affected aeroplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

The ALS: Airworthiness Limitations Section contained in Aircraft Maintenance Manual (AMM) edition 4 original issue.

Reason:

Occurrences have been reported of vibration in the horizontal stabiliser control yoke and pedals, both sides. The subsequent investigation identified free play in the trim tab actuator and trim tab surface.

This condition, if not detected and corrected, could lead to a significant free play on the trim tab connection, with consequent increase in dynamic loads and vibrations, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, TECNAM issued the SB to provide inspection instructions.

For the reasons described above, this AD requires repetitive inspections of the trim tab trailing edge and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Repetitive Inspection:

- (1) Within 100 flight hours (FH) after the effective date of this AD and, thereafter, at intervals not to exceed 100 FH, inspect the trim tab trailing edge to determine free play in accordance with the instructions of the SB.

Note 1: A non-cumulative tolerance of 10 FH may be applied to the initial threshold and to the repetitive inspection interval specified in paragraph (1) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a non-cumulative tolerance is already granted in the AMM.

- (2) If, during any inspection as required by paragraph (1) of this AD, the trim tab trailing edge free play is determined to be out of tolerance, as defined in the SB, before next flight, inspect the endless screw to determine linear free play in accordance with the instructions of the SB.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (2) of this AD, the endless screw linear free play is determined to exceed 0.020 inches (in) / 0,508 millimetres (mm), but not exceeding 0.036 in / 0,914 mm, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.
- (4) If, during any inspection as required by paragraph (2) of this AD, the endless screw linear free play is determined to exceed 0.036 in / 0,914 mm, before next flight, replace the affected part in accordance with the instructions of the SB.

Terminating Action:

- (5) None.



AMP Revision:

- (6) When the AMP of an aeroplane has been revised to incorporate the requirements of paragraphs (1), (2), (3) and (4) of this AD, that action ensures the continued accomplishment of those actions for that aeroplane.

An AMP that incorporates the tasks, threshold and limitations as contained in the ALS, as defined in this AD, also ensures the continued accomplishment of those actions.

Recording AD compliance:

- (7) After revising the AMP, as specified in paragraph (6) of this AD, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

TECNAM SB 398-CS ed. 2 original issue dated 05 August 2020, or Revision 1 dated 17 August 2020.

TECNAM AMM edition 4 original issue dated 19 March 2021.

The use of later approved revisions or editions 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 09 March 2021 as PAD 21-039 for consultation until 06 April 2021. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
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: traveller.support@tecnam.com.

