


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0051</p> <p>Date: 25 March 2010</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>		
Type Approval Holder's Name :		Type/Model designation(s):
VULCANAIR S.p.A.		P.68 Series
TCDS Number : EASA.A.385		
Foreign AD: Not applicable		
Supersedure: This AD supersedes EASA AD 2007-0027 dated 05 February 2007		
ATA 51	Structures – Wing Safe Life Fatigue Limits / Wing & Stabilizers Structures – Implementation / Inspection	
Manufacturer(s):	Vulcanair (formerly Partenavia)	
Applicability:	All P.68 model P.68 "Victor", P.68 B "Victor", P.68 R "Victor", P.68 C, P.68 C-TC, P.68 "Observer", P.68 "Observer 2" and P.68TC "Observer" aeroplanes, from serial number (S/N) 01 up to and including S/N 454, except S/N 430 and S/N 453.	
Reason:	<p>Safe Life Limits of the wing structure of P.68 Series aeroplanes have now been extended up to a maximum of 23 900 Flight Hours (FH), depending on the condition of the spar lower cap angles and on the embodiment of some modification kits. Furthermore, special inspections of the wing and stabilator structures, different from those previously required by EASA AD 2007-0027, have also been introduced. This change has been developed by Vulcanair under change No. MOD. P68/144 approved by EASA with approval No. 10028661 on 02 February 2010.</p> <p>Consequently this AD, which supersedes EASA AD 2007-0027, allows the implementation of the extended Safe Life Limits, in accordance with the instructions of Vulcanair SB 162, and requires the accomplishment of special inspections for the wing and stabilator structures, in accordance with the Aircraft Maintenance Manual (AMM) Supplement part number (P/N) NOR 10.771-52.</p>	

Effective Date:	08 April 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished:</p> <ol style="list-style-type: none"> (1) After the effective date of this AD, identify the applicable aeroplane maintenance requirements, the safe life limits and the inspection procedures in accordance with the instructions of Table 1, paragraph 1.3 of Vulcanair SB 162. (2) After the effective date of this AD, incorporate into the aeroplane Maintenance Program all maintenance requirements, associated safe life limits and inspection procedures, as identified in compliance with paragraph (1) of this AD and specified in the approved AMM Supplement P/N NOR 10.771-52. (3) Aeroplanes from S/N 01 up to and included S/N 356 having implemented modification Kit 68-038 (in accordance with Vulcanair SB 65 revision 2 or revision 3) with one or more cracked spar lower cap angles, can have the wing Safe Life Limit extended to a maximum of 23 900 FH provided that the four main spar lower cap angles are replaced within 500 FH after the effective date of this AD, in accordance with Vulcanair Service Instruction No. 88 (Kit SB162). After repair accomplishment, AMM Supplement P/N NOR 10.771-52 must be followed.
Ref. Publications:	<p>Vulcanair SB 162 original issue dated 01 March 2010; Vulcanair Aircraft Maintenance Manual Supplement P/N NOR 10.771-52, 1st Issue dated 01 March 2010.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 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. 3. Enquiries regarding this AD should be to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any questions concerning the technical content of the requirements in this AD, please contact Vulcanair Airworthiness Office; Phone: +39 081 59 18 135 or fax: +39 081 59 18 172; E-mail: airworthiness@vulcanair.com .