Airworthiness Directive

AD No.: 2020-0262

Issued: 30 November 2020

Note: 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:

VULCANAIR S.p.A.

Type/Model designation(s):

P.68 aeroplanes

Effective Date: 14 December 2020

TCDS Number(s): EASA.A.385

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Stabilator Trim Control Cable – Inspection / Replacement

Manufacturer(s):

Vulcanair S.p.A. (Vulcanair), formerly Partenavia Costruzioni Aeronautiche S.p.A.

Applicability:

P.68R "Victor", P.68C, P.68C-TC, P.68 "Observer", P.68 "Observer 2" and P.68TC "Observer" aeroplanes, serial number (s/n) 333, s/n 337 to 339 inclusive, s/n 378, s/n 379, and s/n 383 and higher, except s/n 387 and s/n 398.

Definitions:

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

Affected part: Stabilator trim control cables, having Part Number (P/N) 5.6067-1, P/N 5.6161-1, P/N 5.6171-1, P/N 5.6231-2 or P/N 5.6231-4.

Serviceable part: An affected part which is new (never installed).

The SB: Vulcanair Service Bulletin (SB) 263.

Reason:

Two occurrences have been reported of finding a damaged stabilator trim control cable connected to the stabilator trim actuator assembly, mounted on fuselage frame No.16. The related technical investigation concluded that the cause of the damage is a design issue.

This condition, if not detected and corrected, could lead to failure of an affect part, preventing trim surface control (remaining in the last position), possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, and pending a design improvement, Vulcanair published the SB, to provide inspection instructions for detecting damage.

For the reasons described above, this AD requires repetitive inspections of the affected parts, and, depending on findings, replacement.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Before an affected part exceeds 400 flight hours (FH) since its first installation on an aeroplane, or within 50 FH after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 50 FH, visually inspect the affected parts in accordance with the instructions of Part 2 of the SB.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1), damage is found as described in Part 2 of the SB, before next flight, replace the damaged affected part with a serviceable part, in accordance with the instructions of Part 2 of the SB.

Reporting:

(3) Within 14 days after each inspection as required by paragraph (1) of this AD, report the results (including no findings) to Vulcanair.

Terminating Action:

(4) None.

Parts Installation:

(5) From the effective date of this AD, it is allowed to install on any aeroplane an affected part, provided it is a serviceable part, as defined in this AD, and that, following installation, it is inspected as required by this AD.

Ref. Publications:

Vulcanair S.p.A. SB 263 original issue dated 20 October 2020.

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. This AD was posted on 22 October 2020 as PAD 20-168 for consultation until 19 November 2020. 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 Programming and Continued Airworthiness 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: Vulcanair S.p.A. Airworthiness Office, Telephone +39 081 5918135 or +39 081 5918276 Email: office.oaw@vulcanair.com; or airworthiness@vulcanair.com.