



Airworthiness Directive

AD No.: 2020-0262R1

Issued: 18 October 2023

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:

VULCANAIR S.p.A.

Type/Model designation(s):

P.68 aeroplanes

Effective Date: Revision 1: 25 October 2023
Original Issue: 14 December 2020

TCDS Number(s): EASA.A.385

Foreign AD: Not applicable

Revision: This AD revises EASA 2020-0262 dated 30 November 2020.

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, 337 to 339 inclusive, 378, 379, and 383 to 524 inclusive, except s/n 387, 398, 410, 418, 426, 508, 514 and 522.

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.

The modification SB: Vulcanair SB 264.



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 affected 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, and EASA issued AD 2020-0262 to require repetitive inspections of the affected parts, and, depending on findings, replacement.

Since that AD was issued, Vulcanair designed an improved pulley system, installed in production on newer aeroplanes, and published the modification SB to provide instructions for retrofit installation.

For the reasons described above, this AD is revised to include reference to the modification SB, as an optional terminating action for the repetitive inspections required by this AD, and to reduce its Applicability.

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 14 December 2020 [the effective date of the original issue 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), any 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, or modify the aeroplane in accordance with the instructions of the modification SB.

Reporting:

- (3) [CANCELLED].

Terminating Action:

- (4) Replacement of the damaged affected part on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Modification of an aeroplane in accordance with the instructions of the modification SB, and accomplishment of maintenance tasks derived from the modification as defined in the modification SB as applicable to aeroplane model and depending on aeroplane configuration,



constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Parts Installation:

- (5) From 14 December 2020 [the effective date of the original issue 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, and revision 1 dated 11 October 2023.

Vulcanair S.p.A. SB 264 original issue dated 11 October 2023.

The use of later approved revisions of the above-mentioned documents 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. The original issue of 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 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: Vulcanair S.p.A. Airworthiness Office, Telephone +39 081 5918276
Email: office.oaw@vulcanair.com; or airworthiness@vulcanair.com.

