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**AIRWORTHINESS DIRECTIVE**

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/P68/27 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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**Partenavia P68 Series Aeroplanes****AD/P68/27  
Amdt 1****Fibre Glass Leading Edges****9/2008**

**Applicability:** All models P68, P68B and P68C of serial numbers 1 through 250 (excluding 243); and all model P68C-TC of serial numbers 300-1TC through 300-22TC.

**Requirement:** Inspect the composite leading edge wing ribs of both wings using the procedure and locally fabricated tool described in Partenavia Service Bulletin No. 67 Revision 1, dated 5 November 1986.

If a crack or disconnection is found, prior to further flight remove the wing leading edge and repair the cracks or disconnections as described in Partenavia Service Instruction No. 21 dated 30 August 1985.

*Note: RAI AD P.68-34 Rev 1 (RAI 87-36) and FAA AD 87-10-12 refer.*

**Compliance:** At each scheduled inspection for Maintenance Release issue.

This Amendment becomes effective on 28 August 2008.

**Background:** The manufacturer has reported seven cases of cracked and disconnected ribs in the leading edges of the wings, and has specified inspection at intervals of 100 flight hours. The original issue of this AD in 1985 mandated inspection in accordance with the original issue of Service Bulletin No. 67 at each Maintenance Release inspection.

Amendment 1, effective on 28 August 2008, introduces Revision 1 of Service Bulletin No. 67 as the inspection document; and Partenavia Service Instruction No. 21 as the repair document. The Italian and USA Airworthiness Directives are also identified.



David Villiers  
Delegate of the Civil Aviation Safety Authority

18 July 2008