



Airworthiness Directive

AD No.: 2022-0131

Issued: 04 July 2022

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:

Costruzioni Aeronautiche TECNAM S.p.A.

Type/Model designation(s):

P92 aeroplanes

Effective Date: 18 July 2022

TCDS Number(s): EASA.A.412

Foreign AD: Not applicable

Supersedure: None

ATA 11 – Placards & Markings – Fuel Shut-off Valve Placards – Replacement

ATA – Aircraft Flight Manual – Fuel Handling Procedure – Amendment

Manufacturer(s):

Costruzioni Aeronautiche TECNAM S.p.A (TECNAM), formerly Costruzioni Aeronautiche TECNAM S.r.l.

Applicability:

P92-J and P92-JS aeroplanes, all serial numbers (s/n) up to s/n 151 inclusive.

Definitions:

The SB: TECNAM Service Bulletin (SB) 567-CS Edition 1 (Ed. 1).

The AFM: TECNAM P92 Aircraft Flight Manual (AFM) Edition 3, Revision 5.

Reason:

Occurrences were reported of unintended closure of both fuel shut-off valves, installed on the left-hand (LH) and right-hand (RH) sides of the cabin truss. This error may occur in flight due to erroneous interpretation by the pilot of the fuel shut-off valve status (OPEN or CLOSED).

Subsequent technical investigation identified that the layout of the fuel shut-off valves (including relevant placards) is not adequate to provide full pilot visibility of the status (OPEN or CLOSED) of the fuel shut-off valves.



This condition, if not corrected, could lead to further incidents of unintentional closure of both fuel shut-off valves, with consequent engine power loss, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, TECNAM issued the SB to provide instructions for placard replacement, and revised the AFM to provide further clarification and instructions to the pilot for fuel handling in different phases of flight by means of the fuel shut-off valves.

For the reason described above, this AD requires installation of new placards for the fuel shut-off valves on both LH and RH sides of the cabin truss, and implementation of the updated AFM.

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

Required as indicated, unless accomplished previously:

Placard Installation:

- (1) Within 50 flight hours, or during the next scheduled inspection of the aeroplane, whichever occurs first after the effective date of this AD, install new indication placards for the fuel shut-off valves on both LH and RH sides of the cabin truss in accordance with the instructions of the SB.

AFM Amendment:

- (2) Concurrently with the placard installation as required by paragraph (1) of this AD, revise the AFM, implementing the Edition / Revision as defined in this AD, inform all pilots and, thereafter, operate the aeroplane accordingly.

Amending the applicable AFM of an aeroplane by incorporating a later AFM revision which includes the same content as referenced in the AFM is acceptable to comply with the requirements of paragraph (2) of this AD for that aeroplane.

Ref. Publications:

TECNAM SB 567-CS Ed. 1 original issue (Rev 0) dated 11 May 2022, or Revision 1 (Rev 1) dated 08 June 2022.

TECNAM Report 92/61: P92 JS Aircraft Flight Manual - Ed. 3, Rev. 5

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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: technical.support@tecnam.com.

