
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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.

TECNAM P92, P96, and P2002 Series Aeroplanes**AD/TECNAM/6****Vertical Fin Spar****4/2008**

Applicability: Model P92-JS aircraft, serial numbers 013 through 068.

Requirement: Inspect the vertical fin rear spar in accordance with Costruzioni Aeronautiche TECNAM S.r.l Service Bulletin (SB) 006-CS original issue, or later EASA approved revision. Using a 10x magnifying glass and a light source, inspect the rear spar for loose or missing rivets, cracks and deformation.

If cracks or other damage is detected, before further flight, contact the manufacturer for further instructions.

If no damage is detected, within 5 days after the inspection, complete the SB inspection report and forward to the manufacturer.

Note: EASA AD 2008-0028-E refers.

Compliance: Within 25 flight hours or 30 days after 10 April 2008, whichever occurs first. Inspect thereafter at intervals not to exceed 100 flight hours.

This Airworthiness Directive becomes effective on 10 April 2008.

Background: Fatigue cracks have been detected on the rear spar of the vertical fin, and subsequently on the fin front spar. Such cracking, unless detected and corrected, could lead to failure of the vertical fin and loss of control of the aircraft.



David Villiers
Delegate of the Civil Aviation Safety Authority

26 February 2008