



## Airworthiness Directive

**AD No.:** 2022-0155

**Issued:** 01 August 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:**

VULCANAIR S.p.A.

**Type/Model designation(s):**

V1 series aeroplanes

**Effective Date:** 15 August 2022

**TCDS Number(s):** EASA.A.613

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 53 – Fuselage – Lower Fuselage Truss – Inspection

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**Manufacturer(s):**

Vulcanair S.p.A. (Vulcanair)

**Applicability:**

Vulcanair V1.0 aeroplanes, serial numbers (s/n) 1001 to 1034 inclusive, except s/n 1008 and 1019.

**Definitions:**

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

**The SB:** Vulcanair Service Bulletin (SB) No. VA-22.

**Reason:**

Occurrences have been reported of finding corrosion on the lower fuselage truss on two aeroplanes. Water ingress into the lower fuselage truss, due to missing sealant or missing rivet stems, has been determined to be the root cause for corrosion. In both reported cases, the corrosion was externally visible, since it had penetrated the thickness of the pipes, but it could also develop inside the pipes and remain undetected.

This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.



To address this potential unsafe condition, Vulcanair published the SB, as defined in this AD, to provide inspection instructions.

For the reason described above, this AD requires inspections of the lower fuselage truss for missing sealant and missing rivet stems and, in case of findings, further inspections for corrosion and accomplishment of the applicable corrective actions.

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within 100 flight hours or 12 months, whichever occurs first after the effective date of this AD, accomplish a general visual and tactile inspection of the right-hand (RH) and left-hand (LH) lower rear attachments of the fuselage truss, and a general visual inspection of the rivets installed on the pipes of the lower fuselage truss, in accordance with the instructions of Part A of the SB.
- (2) If, during the inspections as required by paragraph (1) of this AD, improper sealing and/or missing rivet stems are detected, before next flight, accomplish a detailed visual inspection of the RH and LH lower rear attachments and/or a detailed visual inspection of each affected pipe of the lower fuselage truss, as applicable depending on findings, and accomplish a tap testing procedure of the lower fuselage truss, in accordance with the instructions of Part B of the SB.

#### **Corrective Action(s):**

- (3) If, during any inspection as required by paragraph (2) of this AD, any corrosion is detected on the lower fuselage truss, before next flight, contact Vulcanair for approved corrective action instructions and accomplish those instructions accordingly.

#### **Ref. Publications:**

Vulcanair SB No. VA-22 original issue (Revision 0) dated 15 June 2022.

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 23 June 2022 as PAD 22-081 for consultation until 21 July 2022. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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., via G. Pascoli, 7, 80026 Casoria (NA) – Italia, Tel +39 081 5918111, Fax +39 081 5918172, E-mail: [continued.airworthiness@vulcanair.com](mailto:continued.airworthiness@vulcanair.com).

