


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 12-004</b></p> <p><b>Date: 23 January 2012</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<b>Type Approval Holder's Name :</b> Costruzioni Aeronautiche TECNAM S.r.l.	<b>Type/Model designation(s):</b> P2006T aeroplanes
TCDS Number:	EASA.A.185
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2011-0153R1 dated 09 September 2011.
<b>ATA 32</b>	<b>Landing Gear – Emergency Accumulator for Landing Gear (LG) Extension – Replacement</b>
Manufacturer(s):	Costruzioni Aeronautiche TECNAM S.r.l.
Applicability:	P2006T aeroplanes, all serial numbers (s/n) up to s/n 88 (included), with the exclusion of s/n 85.
Reason:	<p>During a pre-flight inspection of a P2006T aeroplane, the lower skin of the fuselage aft tail cone was found damaged. This damage was caused by the lower lid of the LG emergency accumulator, which had detached from the LG emergency accumulator, violently hitting the lower skin of the fuselage aft tail cone and damaging the accumulator cylinder.</p> <p>This condition, if not detected and corrected, could impair the aeroplane structural integrity and jeopardize the LG emergency extension in case of system failure in normal mode.</p> <p>For the reasons described above, EASA issued Emergency AD 2011-0063-E to require a one-time inspection of the LG emergency accumulator cylinder for cracks, deformation or oil leakage and, depending on findings, the accomplishment of the applicable corrective actions.</p> <p>After that AD was issued, Costruzioni Aeronautiche TECNAM developed a modification (MOD 2006-108) and published Service Bulletin (SB) SB-048-CS Revision 1, dated 06 July 2011, that contained the instructions for that modification. Prompted by this development, EASA issued PAD 11-070 for consultation until 16 August 2011, proposing to require incorporation of this modification on all affected aeroplanes, and to require certain post-modification repetitive inspections.</p>

	<p>During the consultation period of PAD 11-070, an operator who had applied Costruzioni Aeronautiche TECNAM SB-048-CS on his aeroplane, reported finding abnormal deformation of the emergency accumulator, to such an extent that it would jeopardize the LG emergency extension in case of system failure in normal mode. To address this additional safety concern, Costruzioni Aeronautiche TECNAM issued SB-068-CS which contains instructions to inspect post-modification aeroplanes.</p> <p>For the reasons described above, EASA AD 2011-0153-E retained the requirements of EASA AD 2011-0063-E, which was superseded, and required modification of the landing gear emergency accumulator by installation of safety rings and repetitive inspections after modification. In addition, prompted by the post-modification findings, EASA AD 2011-0153-E reduced the compliance time for the modification as originally proposed and required additional first-flight-of-the-day repetitive inspections of the LG emergency accumulator cylinder and replacement of the LG emergency accumulator if cracks, deformation, or oil leakage is detected.</p> <p>AD Revision 2011-0153R1 was issued in order to allow Pilot-Owners to accomplish the daily pre-flight inspection of the modified LG emergency accumulator.</p> <p>After that AD Revision, Costruzioni Aeronautiche TECNAM designed a new LG emergency accumulator part number 26-9-9500-000, identified as modification MOD 2006-121, and published SB-080-CS dated 02 January 2012, which contains instructions for replacement and installation of the newly designed LG emergency accumulator.</p> <p>This AD, which supersedes EASA AD 2011-0153R1, requires the installation of the new landing gear emergency accumulator part number 26-9-9500-000, as well as to inspect after the installation the LG emergency accumulator and the LG retraction/extension system.</p>
Effective Date:	14 days after final AD issue date
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 90 days after the effective date of this AD, replace the LG emergency accumulator with a new one part number 26-9-9500-000, in accordance with the instructions of Costruzioni Aeronautiche TECNAM SB-080-CS and, thereafter, inspect the LG emergency accumulator and the LG retraction/extension system in accordance with the applicable instructions of P2006T Aircraft Maintenance Manual Chapter 5 "Inspection program" and do the applicable corrective actions within the specified compliance times.</p>
Ref. Publications:	<p>Costruzioni Aeronautiche TECNAM SB-080-CS dated 02 January 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. This proposed AD will be closed for consultation on 21 February 2012.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: Costruzioni Aeronautiche TECNAM S.r.l. - Airworthiness Office; Phone: +39 0823 620134 or fax +39 0823 622899; E-mail: <a href="mailto:m.oliva@tecnam.com">m.oliva@tecnam.com</a> or <a href="mailto:p.violetti@tecnam.com">p.violetti@tecnam.com</a>.</li> </ol>