



## Airworthiness Directive

**AD No.:** 2018-0269

**Issued:** 11 December 2018

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, 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 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):

P.68 aeroplanes

**Effective Date:** 25 December 2018

**TCDS Number(s):** EASA.A.385

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 57 – Wings – Center Wing Ribs – Inspection / Modification

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### Manufacturer:

Vulcanair S.p.A. (Vulcanair), formerly Partenavia Costruzioni Aeronautiche S.p.A.

### Applicability:

AP68TP-300 "Spartacus" aeroplanes, serial number (s/n) 8001 to 8006 inclusive, 8008, 8009 and 8011.

AP68TP-600 "Viator" aeroplanes, s/n 9001 to 9005 inclusive, and 9010.

### Definitions:

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

**The SB:** Vulcanair Service Bulletin (SB) No. TP-43.

**The affected area:** Wing ribs #3 and #4, on left-hand (LH) and right-hand (RH) side.

### Reason:

An occurrence was reported of finding cracks in the affected area on an AP68TP-600 "Viator" aeroplane during a scheduled inspection task. Prompted by post-analysis of the occurrence, Vulcanair determined that some aeroplanes were reinforced in the affected area, through a repair developed by Partenavia. Vulcanair also determined that this repair would have prevented the crack initiation. It was finally determined that AP68TP-300 "Spartacus" aeroplanes are also affected by this condition.



This condition, if not detected and corrected, could affect the structural integrity of the wing assembly of the aeroplane.

To address this potential unsafe condition, Vulcanair issued the SB, embodying the repair designed by Partenavia, providing instructions for one-time inspection of LH/RH wing ribs #3 and #4, and for modification (reinforcement or embodiment of appropriate repair), as necessary.

For the reasons described above, this AD requires a one-time inspection of the affected area, and, depending on findings, accomplishment of the applicable modification (repair or reinforcement of the affected area) of the aeroplane.

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

Required as indicated, unless accomplished previously:

#### **Inspection:**

- (1) Within 3 months or 50 flight hours, whichever occurs first after the effective date of this AD, inspect the affected area on both LH and RH sides in accordance with the instructions of the SB.

#### **Corrective Actions:**

- (2) If, during the inspection as required by paragraph (1) of this AD, any corrosion or crack is found, before next flight, contact Vulcanair for approved repair instructions and accomplish those repair instructions accordingly, in accordance with the instructions of the SB.

#### **Modification:**

- (3) If, during the inspection as required by paragraph (1) of this AD, no corrosion or crack is found and it is identified that the upper or rear reinforcement is missing, within the compliance time specified in paragraph (1) of this AD, install the reinforcement on the affected area in accordance with the instructions of the SB.

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

Vulcanair SB No. TP-43 original issue dated 06 November 2018.

Vulcanair Service Instruction No. 106 original issue dated 06 November 2018.

Vulcanair Service Instruction No. 107 original issue dated 06 November 2018.

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](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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Vulcanair S.p.A. Airworthiness Office, Telephone +39 081 5918135  
Email: [office.oaw@vulcanair.com](mailto:office.oaw@vulcanair.com); or [airworthiness@vulcanair.com](mailto:airworthiness@vulcanair.com).

