Airworthiness Directive

AD No.: 2024-0152R1

Issued: 29 January 2025

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:	Type/Model designation(s):
Costruzioni Aeronautiche Tecnam S.p.A.	P2008 JC aeroplanes

Effective Date:	Revision 1: 05 February 2025 Original issue: 15 August 2024
TCDS Number(s):	EASA.A.583
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2024-0152 dated 01 August 2024.

ATA 74 – Ignition – Advanced Start System – Deactivation

Manufacturer(s):

Costruzioni Aeronautiche Tecnam S.p.A. (Tecnam)

Applicability:

Tecnam P2008 JC, all serial numbers (s/n), except those on which Tecnam modification MOD2008/233 or Service Bulletin (SB) SB-826-CS has been embodied.

Definitions:

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

Groups: Group 1 are aeroplanes having s/n up to 1363 inclusive. Group 2 are aeroplanes having s/n 1364 and up.

Reason:

Occurrences have been reported on P2008 JC aeroplanes of smooth, vibration-free loss of power. Subsequent inspections determined that out-of-schedule activation of soft start at high power settings causes reduction of engine revolutions per minute (RPM).

This condition, if not corrected, could lead to further occurrences of loss of power, with possible increased pilot workload and reduced control of the aeroplane.

To address this potential unsafe condition, pending completion of investigation by the engine manufacturer (ROTAX), Tecnam issued the SB-773-CS, to provide instructions to deactivate the Advanced Start System (also referred to as 'Easy Start Unlock' or 'Engine Soft Start' feature), and EASA issued AD 2024-0152 requiring to deactivate the Advanced Start System feature and prohibiting its (re)activation.

Since that AD was issued, Tecnam designed the modification MOD2008/233, which improves the electrical insulation of the engine ignition modules against malfunction or unwanted activation, and therefore allows reactivation of the Advanced Start System feature; Tecnam published the SB-826-CS providing instructions for retrofit installation.

For the reason described above, this AD is revised to reduce its Applicability, and to allow reactivation of the Advanced Start System feature.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Modification:

(1) For Group 1 aeroplanes: Within 25 flight hours after 15 August 2024 [the effective date of the original issue of this AD], modify the aeroplane by deactivating the Advanced Start System in accordance with the instructions of the SB-773-CS.

Additional Requirements:

(2) It is allowed to (re)activate (see Note 1 of this AD) the Advanced Start System on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable, provided that the SB-826-CS has been embodied on that aeroplane:

(2.1) For Group 1 aeroplanes: After the modification as required by paragraph (1) of this AD for that aeroplane.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

Note 1: It is allowed to install an engine equipped with the Advanced Start System on an aeroplane, provided that the system is not activated, or that the SB-826-CS or MOD2008/233 has been embodied on that aeroplane.

Ref. Publications:

Tecnam SB SB-773-CS edition 1 revision 0 dated 19 July 2024.

Tecnam SB SB-826-CS edition 1 revision 0 dated 28 January 2025.

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, the original issue of this AD was posted on 01 August 2024 as Final AD with Request for Comments, postponing the public consultation process until 29 August 2024. 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.

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: TECNAM - Airworthiness Office – Email: airworthiness@tecnam.com.