Airworthiness Directive

AD No.: 2026-0023

Issued: 02 February 2026

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:
Costruzioni Aeronautiche Tecnam S.p.A.

Type/Model designation(s):
P2010 aeroplanes

Effective Date: 16 February 2026

TCDS Number(s): EASA.A.576

Foreign AD: Not applicable

Supersedure: None

ATA 78 – Engine Exhaust – Noise Suppressor / Muffler – Inspections

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Manufacturer(s):
Costruzioni Aeronautiche Tecnam S.p.A. (Tecnam)

Applicability:
Tecnam P2010 aeroplanes equipped with Lycoming IO-390 engine (MOD2010/078), up to serial number 335 (inclusive).

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

The SB: Tecnam Service Bulletin (SB) 937-CS Ed. 2 Rev. 0.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For aircraft operated under EU regulation the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) 1321/2014.

Reason:
An occurrence was reported of unrecoverable loss of engine power on a P2010 aeroplane.

Subsequent investigation identified a 95% blockage of the exhaust, due to disconnection of a component of the muffler. Similar impending failure was detected on another aeroplane.

This condition, if not detected and corrected, could cause loss of engine power, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Tecnam issued the SB, providing instructions for repetitive inspections of the muffler.

For the reason described above, this AD requires repetitive inspections of the muffler and, in case of findings, to contact Tecnam for repair instructions.

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

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

Repetitive Inspection(s):

(1) Within the compliance time as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 200 flight hours (FH), inspect the exhaust muffler flame tube in accordance with the instructions of the SB (see Note 1 of this AD).

Table 1 – Compliance Time – A or B, whichever occurs later

A	Before exceeding 200 FH since aeroplane first flight
B	Within 25 FH or 30 days, whichever occurs first after the effective date of this AD

Note 1: A non-cumulative tolerance of 10 FH may be applied to the 200 FH interval specified in paragraph (1) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a non-cumulative tolerance is already granted in the applicable Maintenance Manual.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy, as identified in the SB, is detected, before next flight, contact Tecnam for applicable repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

Credit:

(3) Inspections and corrective actions, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Tecnam SB 937-CS Ed. 1 Rev. 0, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, for that aeroplane.

Acceptable Method of Compliance / Terminating Action:

(4) Revising the AMP of an aeroplane to include Tecnam Aircraft Maintenance Manual Report 2010/101 Supplement S6 Ed.2 Rev. 2 or later revisions, constitutes an acceptable method to

comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, for that aeroplane.
After that revision of the AMP, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Tecnam SB 937-CS Ed. 1 Rev. 0 dated 16 January 2025, and Ed. 2 Rev. 0 dated 07 January 2026.

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. 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 02 March 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

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.