Airworthiness Directive

AD No.: 2026-0124

Issued: 01 July 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):
P2006T and P2006T NG aeroplanes

Effective Date: 15 July 2026

TCDS Number(s): EASA.A.185

Foreign AD: Not Applicable

Supersedure: None

ATA 27 – Flight Controls – Aileron Hinge / Cotter Pins – Inspection

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

Applicability:
Tecnam P2006T aeroplanes, serial number (s/n) 001 to 434 (inclusive) and s/n 442; and

Tecnam P2006T NG aeroplanes, s/n 1001 to 1028 (inclusive), except s/n 1012, 1013, 1018, 1021, 1022, 1023, 1025, 1026 and 1027.

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

The SB: Tecnam Service Bulletin (SB) 995-CS.

Affected part(s): The inboard and outboard aileron hinges of the left and the right ailerons, and the associated cotter pins, installed on the ends of the hinge pins.

Reason:
An occurrence was reported of partial detachment of the left aileron of a Tecnam P2006T aeroplane. The initial investigation revealed that the hinge pin of the outboard hinge was missing, resulting in partial detachment of the aileron. Following investigation revealed that the hinge pin

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could have migrated out from the aileron hinge assembly, enough for the outboard aileron hinge halves to separate, due to a missing (or broken) cotter pin, which, according to design, should be installed on the ends of the hinge pins to secure the position of the hinge pins. During further fleet inspections on two other aeroplanes, broken and incorrectly installed cotter pins were found, and cracks were discovered in some of the aileron hinges.

This condition, if not detected and corrected, could lead to detachment of an aileron, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Tecnam issued the SB to provide instructions for inspection of the aileron hinges and of the installation of the cotter pins.

For the reasons described above, this AD requires accomplishment of a one-time inspection of the affected parts, as defined in this AD, and, depending on findings, applicable corrective action(s).

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) Within 25 flight hours or 30 days, whichever occurs first after the effective date of this AD, accomplish a one-time detailed inspection of the affected parts in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy of any cotter pin is found, before next flight, replace or install, as applicable, a new cotter pin and secure it in accordance with the instructions of the SB.

(3) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as described in the SB, is found on an aileron hinge, before next flight, contact Tecnam for approved instructions and accomplish those instructions accordingly.

Ref. Publications:

Tecnam SB 995-CS Edition 1 original issue dated 21 April 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.

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All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 29 July 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: Costruzioni Aeronautiche TECNAM S.p.a., Via S. D'Acquisto, 62, 80042 Boscotrecase (Na) Italia, Airworthiness Office, E-mail: airworthiness@tecnam.com.

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