



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-007

Issued: 18 January 2018

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance 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 date indicated.

Design Approval Holder's Name:

Costruzioni Aeronautiche TECNAM Srl

Type/Model designation(s):

P2006T aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.185

Foreign AD: Not Applicable

Supersedure: None

ATA 32 – Landing Gear – Nose Landing Gear Piston Tube – Replacement

Manufacturer(s):

Costruzioni Aeronautiche TECNAM Srl (TECNAM)

Applicability:

P2006T aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

The SB: TECNAM Service Bulletin (SB) 288-CS ed. 1 rev. 0.

Affected part: Nose landing gear (NLG) piston tubes, Part Number (P/N) 26-8-1408-1, except those that are identified as rev. F00 (marked post Mod 2006/323).

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed. Aeroplanes with MSN 1 to 116 inclusive are Group 2 aeroplanes, unless the NLG piston tube was replaced in service. An aeroplane that embodies modification (mod) 2006/323 in production is also a Group 2 aeroplane, provided the aeroplane remains in that configuration.



Reason:

Failures of NLG piston tubes P/N 26-8-1408-1 were reported during ground operations. Subsequent investigation determined a deficiency in NLG piston tube manufacturing process. It was also determined that only a specific batch is affected by this defect.

This condition, if not corrected, could lead to failure of the NLG, possibly resulting in loss of control on the ground, during or after landing, with consequent damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, TECNAM issued the SB to provide instructions for the replacement of each affected part with a part that was manufactured by an improved process.

For the reasons described above, this AD requires removal from service of the affected parts.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 aeroplanes: Within 50 flight hours or 2 months, whichever occurs first after the effective date of this AD, replace the affected part with an improved part in accordance with the instructions of the SB.

Parts Installation:

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

Ref. Publications:

TECNAM SB-288-CS ed. 1 rev. 0 dated 16 November 2017.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 15 February 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: Costruzioni Aeronautiche TECNAM Airworthiness Office, Telephone: +39 0823 620134, Fax: +39 0823 622899, E-mail: airworthiness@tecnam.com.

