



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 21-158**

**Issued: 21 October 2021**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of 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:

VULCANAIR S.p.A.

### Type/Model designation(s):

P.68 aeroplanes

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

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 55 – Stabilizers – Rudder Hinges – Inspection

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### Manufacturer(s):

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

### Applicability:

P.68 "Victor", P.68B "Victor", P.68R "Victor", P.68C, P.68C-TC, P.68 "Observer", P.68 "Observer 2" and P.68TC "Observer" aeroplanes, all serial numbers (s/n).

### Definitions:

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

**The SL:** Vulcanair Service Letter (SL) No. 23 Revision 2.

**The applicable AMM:** The Aircraft Maintenance Manual (AMM) applicable to the respective P.68 model and s/n as listed in Appendix 1 of this AD.

### Reason:

Occurrences were reported of failures of the upper rudder hinge on P.68 aeroplanes due to corrosion, which can occur if the aeroplane is operated in an environment which may favour the formation of corrosion.



This condition, if not detected and corrected, could interfere with rudder movement and ultimately lead to failure, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Vulcanair issued the SL and updated the applicable AMM, as defined in this AD, to provide inspection instructions.

For the reason described above, this AD requires repetitive inspections of the upper and lower rudder hinges and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within 200 flight hours (FH) or 12 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 200 FH or 12 months, whichever occurs first, inspect the upper and lower rudder hinges in accordance with the instructions of the SL and the applicable AMM.

#### **Corrective Action(s):**

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

#### **Terminating Action:**

- (3) None.

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

Vulcanair SL No. 23 Revision 2 dated 29 September 2021.

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 18 November 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.



4. For any question concerning the technical content of the requirements in this PAD, please contact: Vulcanair S.p.A. Airworthiness Office, Telephone +39 081 5918135 or +39 081 5918276, Email: [office.oaw@vulcanair.com](mailto:office.oaw@vulcanair.com) or [airworthiness@vulcanair.com](mailto:airworthiness@vulcanair.com).



## Appendix 1 – AMM Reference

<b>Model</b>	<b>AMM reference / Revision (Rev.)</b>	<b>Aeroplane s/n</b>
P.68 "Victor"	NOR10.709-9 / Rev. 16 (or later)	all
P.68B "Victor"	NOR10.709-9 / Rev. 16 (or later)	all
P.68R "Victor"	NOR10.709-9 / Rev. 16 (or later)	s/n 40 and s/n 430 only
	AMM10.702-3 / Rev. 7 (or later)	from s/n 453 onwards
P.68C	NOR10.709-1B / Rev. 8 (or later)	up to s/n 460
	AMM10.702-1 / Rev. 2 (or later)	from s/n 462 onwards
P.68C-TC	NOR10.709-1B / Rev. 8 (or later)	up to s/n 392
	AMM10.702-1 / Rev. 2 (or later)	from s/n 467 onwards
P.68 "Observer"	NOR10.709-1B / Rev. 8 (or later)	all
P.68 "Observer 2"	NOR10.709-10 / Rev. 4 (or later)	up to s/n 451
	AMM10.702-2 / Rev. 1 (or later)	from s/n 465 onwards
P.68TC "Observer"	NOR10.709-1B / Rev. 8 (or later)	up to s/n 394
	NOR10.709-4A / Rev. 3 (or later)	from s/n 400 up to s/n 461
	AMM10.702-2 / Rev. 1 (or later)	from s/n 481 onwards

