



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 26-033

**Issued:** 23 February 2026

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:**

Costruzioni Aeronautiche TECNAM S.p.A.

**Type/Model designation(s):**

P2006T and P2006T NG aeroplanes

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

**TCDS Number(s):** EASA.A.185

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 71 – Powerplant – Engine Shock Mounts – Replacement

---

**Manufacturer(s):**

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

**Applicability:**

Tecnam P2006T and P2006T NG aeroplanes, all serial numbers (s/n).

**Definitions:**

For the purpose of this AD, the following definition applies:

**The SB:** Tecnam Service Bulletin (SB) 969-CS Edition (Ed.) 3.

**Affected part:** Engine shock mount having Part Number (P/N) CONO21-BS and batch number 49-24 or 11-25.

**Serviceable part:** Engine shock mount eligible for installation in accordance with Tecnam instructions, which is not an affected part.



**Groups:**

Group 1 aeroplanes are aeroplanes that have an affected part installed.

Group 2 aeroplanes are aeroplanes that are not Group 1.

**Reason:**

An occurrence was reported, where damage on the engine mount structure was found. The subsequent investigation determined that the damage was caused by defective engine shock mounts and identified two specific manufacturing batches of engine shock mounts that are not fully compliant with the applicable technical specifications.

This condition, if not corrected, could lead to disconnection of the engine from aeroplane structure, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Tecnam issued the SB, as defined in this AD, to provide instructions for replacement of the affected parts and inspection of the affected engine mount(s).

For the reason described above, this AD requires replacement of the affected parts with a serviceable parts and inspection of affected engine mount(s).

**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:

**Replacement:**

(1) For Group 1 aeroplanes: Within 25 flight hours or 30 days, whichever occurs first after the effective date of this AD, for each engine installed with an affected part, replace the engine shock mounts with serviceable parts in accordance with the instructions of the SB.

**Inspection:**

(2) Concurrently with the replacement as required by paragraph (1) of this AD, accomplish a detailed inspection of the affected engine mount in accordance with the instructions of the SB.

**Corrective Action(s):**

(3) If, during the inspection as required by paragraph (2), any deficiency, identified as “not acceptable” in the SB, is detected on an engine mount, before next flight, replace that engine mount in accordance with the instructions of the SB.

**Part(s) Installation:**

(4) 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 969-CS Ed. 3 (Revision 0) dated 27 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. This Proposed AD will be closed for consultation on 23 March 2026.
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: Costruzioni Aeronautiche TECNAM, Airworthiness Office, Telephone: +39 0823 997538, E-mail: [technical.support@tecnam.com](mailto:technical.support@tecnam.com).

