



Airworthiness Directive

AD No.: 2026-0071

Issued: 31 March 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: 14 April 2026

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 aeroplanes.



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 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 that 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. This AD was posted on 23 February 2026 as PAD 26-033 for consultation until 23 March 2026. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the 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, Airworthiness Office, Telephone: +39 0823 997538, E-mail: technical.support@tecnam.com.

