


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0042</b></p> <p><b>Date: 11 March 2011</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
<b>Type Approval Holder's Name :</b> Costruzioni Aeronautiche TECNAM S.r.l.	<b>Type/Model designation(s) :</b> P2006T aeroplanes
TCDS Number : EASA.A.185	
Foreign AD : Not applicable	
Supersedure : None	
<b>ATA 32</b>	<b>Landing Gear– Landing Gear Hydraulic Actuators– Modification</b>
Manufacturer(s):	Costruzioni Aeronautiche TECNAM S.r.l.
Applicability:	P2006T aeroplanes, from serial number (S/N) 01 up to S/N 046 inclusive, S/N 047/US and S/N 049.
Reason:	<p>During Landing Gear retraction/extension ground checks performed on the P2006T, a loose Seeger ring was found on the nose landing gear hydraulic actuator cap.</p> <p>The manufacturer has identified the root cause of this discrepancy in a design deficiency of the hydraulic actuator caps.</p> <p>This condition, if not corrected, could determine uncommanded and improper extension of the nose or main landing gear. To prevent this condition, this AD requires modifying each nose and main landing gear hydraulic actuator by installing security rings.</p>
Effective Date:	25 March 2011
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 50 flight hours or 60 days after the effective date of this AD, whichever occurs first, modify each nose and main landing gear hydraulic actuator in accordance with Costruzioni Aeronautiche TECNAM design change no. MOD2006/086 and the accomplishment instructions of Costruzioni Aeronautiche TECNAM Service Bulletin SB 036-CS.</p>

Ref. Publications:	<p>Costruzioni Aeronautiche TECNAM Service Bulletin SB 036-CS Rev.1 dated 15 December 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 13 January 2011 as PAD 11-001 for consultation until 10 February 2011. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Costruzioni Aeronautiche TECNAM Airworthiness Office ; Phone: +39 0823 620134; fax: +39 0823 622899; E-mail: <a href="mailto:m.oliva@tecnam.com">m.oliva@tecnam.com</a> ; <a href="mailto:p.violetti@tecnam.com">p.violetti@tecnam.com</a> .</li> </ol>