


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 13-168</b></p> <p><b>Date: 19 November 2013</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>
<p>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 closing date indicated.</p>	
<b>Design Approval Holder's Name:</b> VULCANAIR S.p.A.	<b>Type/Model designation(s):</b> P.68 aeroplanes
TCDS Number: EASA. A.385	
Foreign AD: Not applicable	
Supersedure: None	
<b>ATA 77</b>	<b>Engine Indicating System – Multifunction Engine Gauge – Inspection / Replacement</b>
Manufacturer(s):	Vulcanair S.p.A., formerly Partenavia Costruzioni Aeronautiche S.p.A.
Applicability:	Model P.68B "Victor" aeroplanes, all serial numbers.
Reason:	<p>Two multifunction engine gauges (one for each engine) are installed on each P.68B "Victor" aeroplane, indicating data related to engine oil temperature, oil pressure and cylinder head temperature. The approved aeroplane configuration allows installation of different part numbers (P/N) of engine gauges, manufactured by different suppliers and having some differences in terms of engine data presentation, provided that the engine data shown on the right hand (RH) engine gauge are displayed consistently with engine data shown on the left hand (LH) engine gauge.</p> <p>Incorrect installation of multifunction engine gauges, with engine data display of RH engine gauge different from LH engine gauge, was reported on a P.68B aeroplane.</p> <p>This condition, if not detected and corrected, might impair the readability of engine data which, during flight phases involving increased crew workload, could be misleading to the pilot, possibly resulting in reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, Vulcanair issued Service Bulletin (SB) No. 236, which clarifies the suitable configurations of the multifunction engine gauges which can be installed, and includes instructions to inspect and correct the configuration status of the engine indicators.</p> <p>For the reasons described above, this AD requires inspection of the</p>

	multifunction engine gauges and, depending on findings, accomplishment of the applicable corrective actions.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 30 days after the effective date of this AD, inspect the RH and LH multifunction engine gauges in accordance with the instructions of Vulcanair SB No. 236, to verify that the relevant P/Ns are included in Table 1 of Appendix 1 of this AD, and that the gauges have correct markings for red radials and green arcs, have the same presentation of the engine data, in terms of position, concavity and convexity of the arcs related to oil temperature, oil pressure and cylinder head temperature as shown in Figure 1. or Figure 2. of Appendix 1 of this AD, corresponding respectively to Figure 3 and Figure 4 of Vulcanair SB No. 236.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, it is found that the two instruments have a different presentation of the engine data in terms of position, concavity and convexity of the arcs related to oil temperature, oil pressure and cylinder head temperature, before next flight, replace each incorrect instrument with a serviceable part in accordance with the instructions of Vulcanair SB No. 236, in order to restore a correct configuration, as specified in Figure 1. or Figure 2. of Appendix 1 of this AD, as applicable to aeroplane configuration.</li> <li>(3) If, during the inspection as required by paragraph (1) of this AD, it is found that the two instruments have the same presentation of the engine data in terms of position, concavity and convexity of the arcs related to oil temperature, oil pressure and cylinder head temperature, but one or both do not have correct markings as indicated in Table 2 of Appendix 1 of this AD, before next flight, install a temporary placard on the instrument panel in accordance with the instructions of Vulcanair SB No. 236, displaying standard values for oil temperature, oil pressure and cylinder head temperature.</li> <li>(4) Within 6 months after the effective date of this AD, unless already accomplished as required by paragraph (2) of this AD, replace each affected multifunction engine gauge with a serviceable part in accordance with the instructions of Vulcanair SB No. 236. After restoring the correct configuration, the temporary placard, installed as required by paragraph (3) of this AD, can be removed from the aeroplane.</li> </ol>
Ref. Publications:	<p>Vulcanair SB No. 236 dated 05 November 2013.</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. This Proposed AD will be closed for consultation on 17 December 2013.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: Vulcanair S.p.A., via G. Pascoli, 7 - 80026 Casoria (NA) – Italy Tel +39 081 5918111; Fax +39 081 5918172, E-mail: <a href="mailto:airworthiness@vulcanair.com">airworthiness@vulcanair.com</a>.</li> </ol>

## Appendix 1

Table 1. Multifunction Engine Gauges approved for installation on P.68B “Victor” aeroplanes

Original Equipment Manufacturer (OEM)	OEM P/N
Weston	22-804-01-19A
Aircraft Instrument Development (A.I.D.)	18-1000-11
Sigma Tek (Edo Aire)	1U378-003-20
	1U378-003-20A

Table 2. Correct instrument markings on P.68B “Victor” aeroplanes

	Red radial	Green arc	Red radial
Oil temperature		75 ÷ 245 °F	245 °F
Oil pressure	25 psi	60 ÷ 90 psi	90 psi
Cylinder Head Temperature (CHT)		200 ÷ 475 °F	475 °F

Figure 1. Correct configuration with Weston P/N 22-804-01-19A or A.I.D. P/N 18-1000-11



Figure 2. Correct configuration with Sigma Tek (Edo Aire) P/N 1U378-003-20, or P/N 1U378-003-20A

