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| EASA | AIRWORTHINESS DIRECTIVE |
|  | <p>AD No.: 2011-0153R1</p> <p>Date: 09 September 2011</p> <p>Note: This Emergency 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> |
| <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].</p> | |
| <p>Type Approval Holder's Name :</p> <p>Costruzioni Aeronautiche TECNAM S.r.l.</p> | <p>Type/Model designation(s) :</p> <p>P2006T aeroplanes</p> |
| TCDS Number: | EASA.A.185 |
| Foreign AD: | Not Applicable |
| Revision: | This AD revises EASA AD 2011-0153-E dated 25 August 2011. |
| ATA 32 | Landing Gear – Emergency Accumulator for Landing Gear (LG) Extension – Inspection / Modification / Replacement |
| Manufacturer(s): | Costruzioni Aeronautiche TECNAM S.r.l. (TECNAM) |
| Applicability: | P2006T aeroplanes, all serial numbers. |
| Reason: | <p>During a pre-flight inspection of a P2006T aeroplane, damaged was found on the lower skin of the fuselage aft tail cone. This damage was caused by the lower lid of the LG emergency accumulator, which had detached from the LG emergency accumulator, violently hitting the lower skin of the fuselage aft tail cone and damaging the accumulator cylinder.</p> <p>This condition, if not detected and corrected, could impair the aeroplane structural integrity and jeopardize the LG emergency extension in case of system failure in normal mode.</p> <p>To address this unsafe condition, EASA issued Emergency AD 2011-0063-E to require a one-time inspection of the LG emergency accumulator cylinder for cracks, deformation or oil leakage and, depending on findings, the accomplishment of the applicable corrective actions.</p> <p>After that AD was issued, TECNAM developed a modification (MOD 2006-108) and published Service Bulletin (SB) SB-048–CS Revision 1, dated 06 July 2011, that contained the instructions for that modification. Prompted by this development, EASA issued Proposed AD (PAD) 11-070 for consultation until 16 August 2011, proposing to require incorporation of this modification on all affected aeroplanes, and to require certain post-modification repetitive inspections.</p> <p>During the consultation period of PAD 11-070, an operator who had applied TECNAM SB-048–CS on his aeroplane, reported finding abnormal</p> |

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| | <p>deformation of the emergency accumulator, to such an extent that it would jeopardize the LG emergency extension in case of system failure in normal mode. To address this additional safety concern, TECNAM issued SB-068–CS which contains instructions to inspect post-modification aeroplanes.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2011-0063-E, which is superseded, and requires modification of the landing gear emergency accumulator by installation of safety rings and repetitive inspections after modification. In addition, prompted by the recent post-modification findings, this AD reduces the compliance time for the modification as originally proposed and requires additional first-flight-of-the-day repetitive inspections of the LG emergency accumulator cylinder and replacement of the LG emergency accumulator if cracks, deformation, or oil leakage is detected.</p> <p>Because of the recent findings, it has been decided that further consultation, prior to Final AD issuance, on the changed requirements compared to those specified in PAD 11-070, is not conducive to safety and not in the public interest.</p> <p>This AD is considered to be an interim measure and further AD action may follow.</p> <p>This AD Revision is issued in order to allow Pilot-Owner to accomplish the daily pre-flight inspection of the modified LG emergency accumulator.</p> |
| Effective Date: | <p>Revision 1: 12 September 2011</p> <p>Original issue: 29 August 2011</p> |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless previously accomplished:</p> <p>Restatement of EASA AD 2011-0063-E requirements:</p> <ol style="list-style-type: none"> (1) Before next flight after 08 April 2011 (the effective date of EASA AD 2011-0063-E), inspect the landing gear (LG) emergency accumulator Part Number (P/N) 22-9-610-000 for crack, deformation or oil leakage, in accordance with the instructions of TECNAM SB 047–CS Rev. 1. (2) If a crack, deformation or oil leakage is found during the inspection as required by paragraph (1) of this AD, before next flight, replace the LG emergency accumulator with a serviceable part, in accordance with the relevant instructions of the P2006T Aircraft Maintenance Manual (AMM). <p>New requirements of this AD:</p> <ol style="list-style-type: none"> (3) Within 10 flight hours (FH) or 15 days, whichever occurs first after the effective date of this AD, modify the LG emergency accumulator in accordance with the instructions of TECNAM SB–048 CS Rev.1. (4) Within 2 FH or 5 days, whichever occurs later after modification of an aeroplane as required by paragraph (3) of this AD, before each first flight of the day, inspect the LG emergency accumulator P/N 22-9-610-000, in accordance with the instructions of TECNAM SB 068–CS. (5) If, during any inspection as required by paragraph (4) of this AD, a crack, deformation, or oil leakage is found, before next flight, replace the emergency accumulator with a serviceable part, in accordance with the relevant instructions of the AMM. (6) in addition to the repetitive inspections as required by paragraph (4) of this AD, within 100 FH or 12 months, whichever occurs first after modification of an aeroplane as required by paragraph (3) of this AD, and thereafter at intervals not to exceed 100 FH or 12 months, whichever occurs first, inspect the LG emergency accumulator for damage or leakage, in accordance with instructions of the P2006T AMM Chapter 5 “Inspection program”. |

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| | <p>(7) In addition to the repetitive inspections as required by paragraphs (4) and (6) of this AD, within 300 FH after modification of an aeroplane as required by paragraph (3) of this AD, and thereafter at intervals not to exceed 300 FH, inspect the safety rings in accordance with instructions of the P2006T AMM Chapter 5 "Inspection program".</p> <p>(8) If, during any inspection as required by paragraph (6) or (7) of this AD, discrepancies (as defined in the P2006T AMM Chapter 5 "Inspection program") are detected, before next flight, replace the affected LG emergency accumulator or safety rings, as applicable, with serviceable parts.</p> <p>(9) Replacement of parts as required by paragraphs (5) or (8) of this AD does not constitute terminating action for the repetitive inspections required by paragraphs (4), (6) and (7) this AD.</p> <p>(10) After modification of an aeroplane as required by paragraph (3) of this AD, do not install a P/N 22-9-610-000 emergency accumulator on that aeroplane, unless it has been modified in service in accordance with the instructions of TECNAM SB-048 CS Rev.1, or modified in production in accordance with TECNAM MOD 2006-108.</p> <p>(11) The inspection before each first flight of the day required by paragraph (4) of this may also be performed by the Pilot-Owner in accordance with the instructions of TECNAM SB 068-CS - Rev1.</p> |
| Ref. Publications: | <p>TECNAM SB-047-CS Rev.1 dated 04 April 2011. TECNAM SB-048-CS Rev.1 dated 06 July 2011. TECNAM SB-068-CS original issue dated 19 August 2011 or SB-068-CS - Rev1 dated 31 August 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> |
| Remarks: | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was originally posted on 19 July 2011 as PAD 11-070 for consultation until 16 August 2011. No comments were received during the consultation period. However, the required actions and the safety assessment have requested not to implement an additional full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Costruzioni Aeronautiche TECNAM Airworthiness Office, Telephone: +39 0823 620134; fax: +39 0823 622899, E-mail: m.oliva@tecnam.com or p.violetti@tecnam.com. |