



Airworthiness Directive

AD No.: 2018-0029

Issued: 31 January 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

COSTRUZIONI AERONAUTICHE TECNAM Srl

Type/Model designation(s):

P2006T aeroplanes

Effective Date: 14 February 2018

TCDS Number(s): EASA.A.185

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Rudder Trim Actuator – Life Limit Implementation

Manufacturer(s):

Costruzioni Aeronautiche TECNAM Srl (Tecnam)

Applicability:

P2006T aeroplanes, all serial numbers (s/n), except those on which TECNAM modification (Mod) 2006/322 has been embodied in production.

Reason:

It was identified that the Part Number (P/N) of the rudder trim actuator mentioned in the P2006T Aircraft Maintenance Manual (AMM) Airworthiness Limitations Section (ALS) document was erroneously mentioned. As a result, it cannot be excluded that the life limit applicable to this actuator is not being applied in service.

This condition, if not corrected, could lead to failure of the rudder control system, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, TECNAM published Service Bulletin (SB)-285-CS Ed. 1 Rev. 0 (later revised) to inform operators about this typographical error. It is expected that, during the next revision of the P2006T AMM ALS document, it will list the correct the P/N for that rudder trim actuator.



For the reason described above, this AD requires implementation of a life limit for rudder trim actuator.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Replacement of Life Limited Parts:

- (1) Within the compliance times specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not exceeding the life limit as specified in TECNAM SB-285-CS Ed. 1 Rev. 1, replace the rudder trim actuator P/N B6-7T in accordance with the instructions of TECNAM SB-285-CS Ed. 1 Rev. 1.

Table 1 – Initial Replacement

Flight hours (FH)	Compliance Times (A or B, whichever occurs later)	
Less than 1 000	A	Before exceeding 1 000 FH
	B	Within 25 FH or 30 days, whichever occurs first after the effective date of this AD
1 000 or more	Within 25 FH or 30 days, whichever occurs first after the effective date of this AD	

Note 1: The FH specified in Table 1 are those accumulated by the rudder trim actuator P/N B6-7T since first installation on an aeroplane. In case the total FH are unknown, the FH accumulated by the aeroplane must be used.

Aircraft Maintenance Programme (AMP) Revision:

- (2) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the life limit for the rudder trim actuator P/N B6-7T, as specified in TECNAM SB-285-CS Ed. 1 Rev. 1.

Credit:

- (3) For an AMP that, on the effective date of this AD, is already updated to incorporate the correct life limit as specified in TECNAM SB-285-CS Ed. 1 Rev. 1, that action ensures (see Note 2 of this AD) the continued accomplishment of those tasks and limitations.

Recording AD compliance:

- (4) When the AMP of an aeroplane has been revised as required by paragraph (2) of this AD, that action ensures (see Note 2 of this AD) continued accomplishment of the task as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) of this AD, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Note 2: For affected P2006T aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (2) or (3) of this AD, as applicable, is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.



Ref. Publications:

TECNAM SB-285-CS Ed. 1 Rev. 1, dated 07 November 2017.

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 22 December 2017 as PAD 17-178 for consultation until 19 January 2018. 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. 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: airworthiness@tecnam.com.

