Airworthiness Directive Schedule

Aeroplanes

Tecnam Aeroplanes

27 March 2025

Notes:

1. This AD Schedule is applicable to Tecnam aeroplanes listed in the following European Union Aviation Safety Agency (EASA) and Registro Aeronautico Italiano (RAI) Type Certificate Numbers:

Aircraft Model:	Type Certificate Number:
P2002-JF	EASA A.006
P2002-JR	EASA A.006
P-Mentor	EASA A.006
P2006T	EASA A.185
P2008 JC	EASA A.583
P2010	EASA A.576
P92-J	EASA A.006
P92-JS	RAI A-340

2. This AD Schedule is also applicable to the following microlight (non type-certified) aircraft:

Microlight Aeroplane Models:	
P92-2000RG	P2002 Sierra
P2004 Bravo	P92 Echo
P92 Echo Super	P92S Echo
P96 Golf	P2002-JF

3. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/

4. The date above indicates the amendment date of this schedule.
5. New or amended ADs are shown with an asterisk *

Contents

DCA/TEC/1 Fuel System – Inspection

Applicability: Model P2002-JF aircraft, S/N 001, 002, 003, 004, 005 and 008.
Model P92-JS aircraft, S/N 013 through to 039.

Requirement: To prevent sudden loss of engine power, due to the possible contamination of the fuel system, accomplish the following:

Perform a one time inspection and clean, to verify absence of impurities in the fuel system, of model P2002-JF aircraft, per SB P2002/001, and for model P92-JS aircraft, per SB P92-J/011.
(Italian ENAC AD 2004-394 refers for P2002-JF aircraft)

Compliance: Before further flight.

Effective Date: 28 April 2005

DCA/TEC/2 Rudder – Inspection

Applicability: Model P2002-JF aircraft, S/N 001 through to 013.

Requirement: To prevent a rudder jam, due to the possible interference between the rudder's forward lip and the rear spar of the vertical fin, accomplish the following:

1. Inspect the clearance between the rudder's forward lips and the rear spar of the vertical fin, by moving the rudder through the complete envelope. If the clearance is not uniform, insufficient, or any lip deformation is detected, install a rudder lip ties modification kit, per Tecnam SB P2002/02 dated 21 March 2005, or later approved revision.

2. Install a rudder lip ties modification kit, per Tecnam SB P2002/02.
(Italian ENAC AD IT-2005-167 and NZ Occurrence 05/861 refer)

Compliance:
1. Before further flight.
2. Within the next 50 hours TIS or by 31 May 2005, whichever is the sooner.

Effective Date: 28 April 2005

DCA/TEC/3 Horizontal Stabilizer Torque Tube – Inspection

Applicability: Model P92-J aircraft, S/N 001 through to 009.

Requirement: To prevent the cracking of the attachment plates of the horizontal stabilizer torque tube P/N 92-7-003-000, inspect for cracks and replace the fixing bolts, washers and self-locking nuts with modification kit P92B01, per SB P92J-01.
(Italian ENAC AD 1997-311 refers)

Compliance: Within the next 50 hours TIS or by 31 May 2005, whichever is the sooner.

Effective Date: 28 April 2005

DCA/TEC/4 Horizontal Stabilizer Torque Tube – Inspection

Applicability: Model P92-J aircraft, S/N 001 through to 009.

Requirement: To improve the attachment between the horizontal stabilizer torque tube P/N 92-7-003-000 and the supporting attachment plates P/N 92-7-003-000 it is necessary to weld washers P/N 92-7-301-4 directly onto the attachment plates P/N 92-7-003-000, per SB P92J-05.

Note: Washers P/N 92-7-301-4 to be attached and welded to a manufacturer approved process.
(Italian ENAC AD 1999-022 refers)

Compliance: Before exceeding 400 hours TTIS and or within 50 hours TIS whichever occurs later.

Effective Date: 28 April 2005

DCA/TEC/5 Mass Balancing Tube – Inspection

Applicability: Model P92-J aircraft, S/N 001 through to 012.

Requirement: To prevent cracking in the attachment area of the mass balancing tube P/N 92-7-300-000, inspect per SB P92J-06 and replace if cracked.
(Italian ENAC AD 1999-280 refers)

Compliance: Within 10 hours TIS and thereafter at 100 hour TIS intervals.

Effective Date: 28 April 2005

DCA/TEC/6 Fin Rear Spar – Inspection

Applicability: Model P92-J aircraft, S/N 001 through 012, except S/N 003.

Requirement: To prevent the cracking of the fin's rear spar, accomplish the following:

1. Inspect the fin's rear spar, per paragraph 1.1 in SB P92J-09. If a crack or other discrepancy is detected, contact the manufacturer for further instructions.

2. Modify fin rear spar per paragraph 1.2 in SB P92J-09.

(Italian ENAC AD 2003-260 refers)

Compliance: 1. Before further flight and thereafter at intervals not exceeding 50 hours TIS until the modification is accomplished.
2. Before exceeding 600 hours TTIS or within 100 hours TIS whichever occurs later.

Effective Date: 28 April 2005

DCA/TEC/7 Cancelled – DCA/TEC/8 refers

Effective Date: 29 September 2005

DCA/TEC/8 Rudder Pedals – Inspection

Applicability: Model P92-J aircraft, S/N 001 through to 012.

Model P92-JS aircraft, S/N 013 through to 045.

Requirement: To prevent the cracking of the weld between the rudder pedal torque tubes and the corresponding pedals, inspect the rudder pedals per Tecnam Service Bulletin P92-J/013. If a crack or structural failure is detected, modify rudder pedals per SB P92-J/013 or to a manufacturer approved repair scheme.

Compliance: Within 50 hours TIS and thereafter at intervals not exceeding 100 hours TIS.

Effective Date: 29 September 2005

DCA/TEC/9 Seat Rail Stops – Inspection

Applicability: All model P92-J, P92-JS and P2002-JF aircraft.

Requirement: To prevent the cabin seats from coming off the rails and possibly causing injury to the flight crew and subsequent loss of aircraft control, verify whether plugs and stops are installed on the front of the seat rails, per Tecnam SB 001-CS.

If all the required plugs or stops are not installed, accomplish the instructions in SB 001-CS, before further flight.
(EASA AD 2006-0234 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 26 October 2006

DCA/TEC/10 Vertical Fin Spar – Inspection

Applicability: Model P92-JS aircraft, S/N 013 through to 068.

Requirement: To prevent failure of the vertical fin rear spar possibly resulting in catastrophic loss of aircraft control, accomplish the following:

Inspect the vertical fin rear spar in accordance with Costruzioni Aeronautiche Tecnam S.r.l. Service Bulletin (SB) 006-CS using a (10x) magnifying glass and a light source. Inspect the rear spar for loose or missing rivets, cracks and deformation.

If any cracks or defects are found, contact the manufacturer for further instruction.

If no damage is found, complete the inspection report form in SB 006-CS and return the report to the aircraft manufacturer within 5 days after the inspection.
(EASA AD 2008-0028-E refers)

Compliance: Within the next 25 hours TIS, or by 21 March 2008, whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 21 February 2008

DCA/TEC/11 Oil Vent – Modification

Applicability: Model P2006T aircraft, all S/N

Requirement: To prevent loss of engine power due to ice accumulation on the engine oil vents at very low ambient temperatures which could result in a double engine in-flight shutdown, accomplish the following:

Replace the oil vent hose on both engines with a new hose P/N 26-7-1590-001 and reposition the hose per the instructions in Costruzioni Aeronautiche TECNAM Service Bulletin SB-014 CS dated 29 January 2010 or later approved revisions.
(EASA AD 2010-0022 refers)

Compliance: Within the next 50 hours TIS or by 24 August 2010 whichever occurs sooner.

Effective Date: 24 June 2010

DCA/TEC/12 Stabilator Trim Actuator – Rework

Applicability: Model P2006T aircraft, S/N 001 through to 034.

Requirement: To prevent stick control force variation in the longitudinal axis which can result in reduced control or loss of control of the aircraft, accomplish the following:

Replace the Seeger ring of the stabilator trim actuator per the instructions in Costruzioni Aeronautiche Tecnam SB No. SB025-CS dated 18 June 2010 or later EASA approved revisions.
(EASA AD 2010-0121-E refers)

Compliance: Before further flight.

Effective Date: 24 June 2010

DCA/TEC/13 NLG Steering – Inspection

Applicability: Model P2006T aircraft, S/N 001 through to 029.

Requirement: To prevent failure of the right hand rod attachment of the NLG steering assembly which can result in loss of steering control, accomplish the following:

Accomplish a visual inspection of the NLG steering assembly P/N 26-8-1550-000 per the instructions in Costruzioni Aeronautiche TECNAM Service Bulletin SB-015 CS dated 8 February 2010 or later approved revisions.

If any defects or cracks are found in the Nose Landing Gear (NLG) Steering assembly, accomplish a manufacturer approved replacement before further flight.

Note: The repetitive inspections introduced by this AD are considered to be a temporary measure until a terminating modification becomes available.
(EASA AD 2010-0143 refers)

Compliance: Within the next 25 hours TIS or by 26 August 2010 whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 26 July 2010

DCA/TEC/14 NLG Hydraulic Actuator – Modification

Applicability: Model P2006T aircraft, S/N 001 through to 036 and 049.

Requirement: To prevent a NLG failure due to a possible crack in the NLG hydraulic actuator which can result in uncommanded or incomplete NLG extension, accomplish the following:

Modify the NLG hydraulic actuator per the instructions in Costruzioni Aeronautiche TECNAM design change No. MOD2006/047 and the instructions in Costruzioni Aeronautiche TECNAM Service Bulletin No. SB-026 CS dated 23 June 2010 or later approved revisions.
(EASA AD 2010-0129 refers)

Compliance: Within the next 50 hours TIS, or by 29 September 2010 whichever occurs sooner.

Effective Date: 29 July 2010

DCA/TEC/15 Landing Gear Hydraulic Actuators – Modification

Applicability: Model P2006T aircraft, S/N 01 through to 046, and S/N 047/US and S/N 049.

Requirement: To prevent uncommanded or unsuccessful extension of the NLG or MLG, accomplish the following:

Modify the NLG and MLG hydraulic actuators per the instructions in Costruzioni Aeronautiche TECNAM design change no. MOD2006/086 and the instructions in Costruzioni Aeronautiche TECNAM SB 036-CS revision 1, dated 15 December 2010 or later EASA approved revisions.
(EASA AD 2011-0042 refers)

Compliance: Within the next 50 hours TIS or by 31 May 2011 whichever occurs sooner.

Effective Date: 31 March 2011

DCA/TEC/16 Cancelled – DCA/TEC/17 refers

Effective Date: 8 April 2011

DCA/TEC/17 Cancelled – DCA/TEC/19 refers

Effective Date: 29 August 2011

DCA/TEC/18 Cabin Truss Central Beam – Inspection

Applicability: Model P92-J and P92-JS aircraft, S/N 001 through to 097.

Requirement: To prevent failure of the cabin truss central beam due to the application of an incorrect anticorrosion coating, accomplish the following:

Inspect the central beam of the cabin truss per the instructions in Costruzioni Aeronautiche TECNAM SB 050-CS.

If any corrosion is found, repair the cabin truss corrosion per the instructions in Costruzioni Aeronautiche TECNAM Job Card n° 229 - P92JS.

Note: Costruzioni Aeronautiche TECNAM SB 050-CS dated 12 April 2011, Costruzioni Aeronautiche TECNAM Job Card n° 229 - P92JS cabin truss corrosion repair - ed1r3 and later approved revisions of these documents is acceptable to comply with the requirements of this AD.
(EASA AD 2011-0092 refers)

Compliance: Within the next 50 hours TIS or by 30 September 2011 whichever occurs sooner and thereafter at intervals not to exceed 24 months.

Effective Date: 30 June 2011

DCA/TEC/19 Cancelled – DCA/TEC/20 refers

Effective Date: 26 April 2012

DCA/TEC/20 Landing Gear Emergency Accumulator – Inspection

Applicability: Model P2006T aircraft, S/N all through to 88, excluding S/N 85.

Note: This AD supersedes DCA/TEC/19 (EASA AD 2011-0153R1 refers) to introduce a new designed landing gear emergency accumulator P/N 26-9-9500-000 (MOD 2006-121) per SB-080-CS dated 02 January 2012.

Requirement: To prevent failure of the landing gear emergency accumulator, accomplish the actions specified in EASA AD 2012-0043.

Compliance: At the compliance times specified in EASA AD 2012-0043.

Effective Date: 26 April 2012

DCA/TEC/21 MLG Locknuts – Replacement

Applicability: Model P92-J and P92-JS aircraft, all S/N.
Model P2002-JF aircraft, all S/N.

Requirement: To prevent MLG failure due to possible cracks in the leaf spring nuts, accomplish the requirements in EASA AD 2012-0113.

Note: The requirements of this AD must be accomplished per the instructions in Costruzioni Aeronautiche TECNAM SB 066–CS Ed. 2nd Rev. 0 dated 30 May 2012 or later approved revisions.
(EASA AD 2012-0113-E refers)

Compliance: Within the next 25 hours TIS or by 11 August 2012 whichever occurs sooner, unless previously accomplished per the instructions in Costruzioni Aeronautiche TECNAM SB 066–CS Ed. 1st Rev 0, or Rev 1, or Rev 2.

Effective Date: 11 July 2012

DCA/TEC/22 Aileron Hinge Supports – Inspection

Applicability: Model P2006T aircraft, all S/N.

Requirement: To prevent aileron failure due to possible cracks in the aileron hinge support accomplish the requirements in EASA AD 2012-0146.

Note 1: Costruzioni Aeronautiche TECNAM SB-102-CS-Rev2 dated 03 July 2012 or later approved revisions of this document are acceptable to comply with the requirements of this AD.

Note 2: The inspections required by this AD may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.
(EASA AD 2012-0146 refers)

Compliance: For aircraft with 600 hours or more TTIS:

Within the next 25 hours TIS or by 20 September 2012 whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS or the next annual inspection, whichever occurs first.

For aircraft with less than 600 hours TTIS:

Within 25 hours TIS or 30 days whichever occurs first after 600 hours TTIS, and thereafter at intervals not to exceed 100 hours TIS or the next annual inspection, whichever occurs first.

Effective Date: 20 August 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0019 Stabilator Trim Tab Hinge Supports – Inspection

Applicability: P92-J and P92-JS aircraft, all S/N, and
P2002-JF and P2002-JR aircraft, all S/N.

Effective Date: 5 February 2013

2013-0134 Nose Landing Gear Lower Link – Inspection and Replacement

Applicability: P2006T aircraft, all S/N.

Effective Date: 16 July 2013

2014-0001 Engine Mount – Inspection and Replacement

Applicability: P2006T aircraft, all S/N.

Effective Date: 20 January 2014

2014-0220 Engine Exhaust – Inspection

Applicability: P2006T aircraft, all S/N.

Effective Date: 14 October 2014

2018-0029 Rudder Trim Actuator – Life Limitation

Applicability: P2006T aircraft all S/N, except those aircraft embodied with Tecnam modification 2006/322 at manufacture.

Effective Date: 14 February 2018

2019-0043 NLG Piston Tube – Inspection

Applicability: P2006T aircraft, all S/N.

Effective Date: 28 March 2019

2018-0072 Firewall – Inspection

Applicability: P2008 JC aircraft, S/N 1002 through to 1085.

Effective Date: 27 June 2019

2022-0131 Fuel Shut-off Valves - Placards Replacement and AFM Amendment

Applicability: P92-J and P92-JS aircraft, all S/N through to 51 inclusive.

Effective Date: 18 July 2022

2022-0132 Cancelled – EASA AD 2022-0167 refers

Effective Date: 31 August 2022

2022-0167 Aileron Control Rod / Cover Panel Screws - Inspection

Applicability: P2006T aircraft, all S/N up to 345, 348, 352, 353, 355 and 357.

Effective Date: 31 August 2022

2009-0229 Retractable Landing Gear System – Inspection

Applicability: P2002-JR aircraft, all S/N.

Note: Costruzioni Aeronautiche TECNAM srl Service Bulletin SB 009-CS initial issue, or later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 30 March 2023

2011-0106 Fuel Hoses – Inspection

Applicability: P2002-JR aircraft, all S/N.

Note: Costruzioni Aeronautiche TECNAM SB 56 - CS dated 13 May 2011, or later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 30 March 2023

2014-0084 Emergency Accumulator for Landing Gear Extension – Inspection

Applicability: P2002-JR aircraft, S/N 015, 048, 052, 065, 066, 076, 091, 092, 093, 110, 111, 112, 116 and 123.

Note: Costruzioni Aeronautiche TECNAM SB-069-CS Edition 1, Revision 0 dated 20 October 2011, or later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 30 March 2023

2024-0138 Seat Rails – Inspection

Applicability: Tecnam P-Mentor S/N 1003 through to 1056 (inclusive), 1064 through to 1075 (inclusive), 1078 through to 1082 (inclusive), 1089, 1090, 1118, 1119, 1124, 1125 and, 1126, except those aircraft embodied with Tecnam modification MOD2002/339, or Service Bulletin (SB) SB-748-CS.

Effective Date: 18 July 2024

2024-0152R1 Advanced Start System – Deactivation

Applicability: Tecnam P2008 JC, all S/N, except those aircraft embodied with Tecnam modification MOD2008/233 or Service Bulletin (SB) SB-826-CS.

Effective Date: EASA AD 2024-0152 - 15 August 2024
EASA AD 2024-0152R1 - 27 February 2025

*** 2024-0239 Rudder Pedals Torque Tube Hinges – Modification**

Applicability: Tecnam P2010 and P2010 TDI aircraft, all S/N up to 317 (inclusive), except those aircraft embodied with Tecnam modification MOD2010/359.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished.

Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the EASA AD.

Effective Date: 27 March 2025