

Continuing Airworthiness Notice – 57-006

Tecnam P2002 – Wing Rib Cracks

30 October 2026

Issued by the Civil Aviation Authority of New Zealand (CAA) in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains information and guidance about an airworthiness concern that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

Applicability:

All operators and maintenance providers of Tecnam P2002 aircraft.

Purpose:

This CAN is raised to draw attention to two recent incidents of Tecnam P2002 wing rib cracking reported to CAA.

Background:

During a scheduled inspection of a Tecnam P2002 aircraft, engineers observed flexing of the wing skin with an associated faint clicking noise in the wing walkway area above wing rib #2 on both LH and RH sides of the aircraft. Further investigation identified significant cracking in both LH and RH wing ribs #2.

Engineers subsequently inspected another P2002 of the same operator, identifying the same defect.

CAA has been advised that the affected aircraft had completed approx. 2700 hours TTIS and 3500 hours TTIS.

Recommendation:

Operators are advised to pay particular attention to any flexing of the wing surface above wing rib #2 (i.e. in the wing walkway area). Any walkway flexing should be subject to further investigation by a maintenance engineer.

Engineers planning to inspect wing rib #2 with wings installed, are advised that the cracked area as described in this CAN is only visible using additional inspection aids such as a borescope.

CAA requests that operators and maintenance providers report any findings of cracked wing ribs via the occurrence reporting process: <https://occurrencereporting.services.aviation.govt.nz>

Any questions can be directed to: warren.hadfield@caa.govt.nz

Conclusion:

This CAN is considered to be an interim action pending completion of the current investigation.

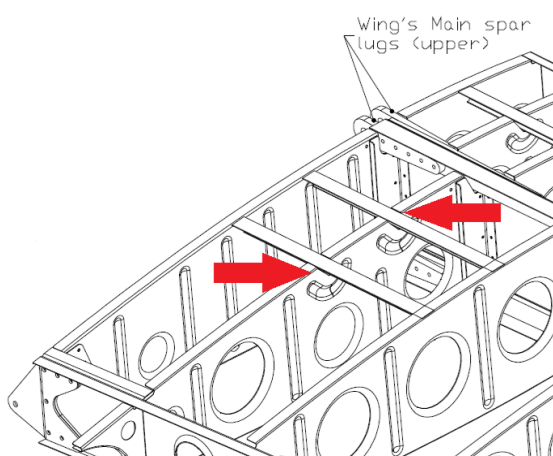


Figure 1 – Reported crack locations #2 wing rib upper.



Figure 2 – Rib #2 LH and RH cracking 1st aircraft.



Figure 3 – Rib #2 LH and RH cracking 2nd aircraft.