



Airworthiness Directive

AD No.: 2024-0138

Issued: 11 July 2024

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

Costruzioni Aeronautiche Tecnam S.p.A.

Type/Model designation(s):

P-Mentor aeroplanes

Effective Date: 18 July 2024

TCDS Number(s): EASA.A.006

Foreign AD: Not applicable

Supersedure: Not applicable

ATA 25 – Equipment/Furnishings – Seat Rails - Inspection

Manufacturer(s):

Costruzioni Aeronautiche Tecnam S.p.A. (Tecnam)

Applicability:

Tecnam P-Mentor serial numbers (s/n) 1003 through 1056 (inclusive), 1064 through 1075 (inclusive), 1078 through 1082 (inclusive), 1089, 1090, 1118, 1119, 1124, 1125 and, 1126, except those having Tecnam modification MOD2002/339 or Service Bulletin (SB) SB-748-CS embodied.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part(s): Seat rails of pilot and co-pilot seats.

The SB: Tecnam SB SB-738-CS Edition (Ed.) 1 Revision (Rev.) 02.

Reason:

An occurrence was reported of failure of the pilot seat locking mechanism. Subsequent inspection revealed interference between the leather covering of the pilot seat and the seat locking lever.

This condition, if not detected and corrected, could lead to damage of the affected part(s) and in-flight unlocking of the pilot seat, possibly resulting in loss of control of the aeroplane.



To address this potential unsafe condition, Tecnam issued the SB, providing instructions for the inspection of affected parts.

For the reason described above, this AD requires repetitive inspections of the affected part(s) and, depending on findings, corrective actions. This AD also includes reference to an optional terminating action for the repetitive inspections.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Repetitive Inspection(s):

- (1) Within 5 flight hours (FH) or 7 days, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 100 FH (see Note 1 of this AD), inspect each affected part in accordance with the instructions of the SB (see Note 2 of this AD).

Note 1: A non-cumulative tolerance of 10 FH may be applied to the interval for the repetitive inspection specified in paragraph (1) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a non-cumulative tolerance is already granted in the applicable Maintenance Manual.

Note 2: The action(s) required by paragraph (1) of this AD may be accomplished by the pilot-owner under the provisions of Annex I paragraph M.A.803 or Annex Vb paragraph ML.A.803 of Regulation (EU) No 1321/2014, as applicable.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the SB, is detected, before next flight, contact Tecnam for applicable repair instructions and accomplish those instructions accordingly.

Credit:

- (3) Inspections accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the Tecnam SB-738-CS Ed. 1 at original issue (Rev 0) or Rev. 01, are acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Terminating Action:

- (4) Modification of an aeroplane in accordance with the instructions of Tecnam SB SB-748-CS constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Tecnam SB-738-CS Ed. 1 original issue (Rev. 0) dated 29 February 2024, Ed. 1 Rev. 1 dated 17 May 2024 and Ed. 1 Rev. 2 dated 05 July 2024.

Tecnam SB-748-CS Ed. 1 original issue (Rev. 0) dated 24 May 2024.



The use of later approved revisions of the above-mentioned documents 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 08 August 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a 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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: TECNAM - Airworthiness Office – Email: airworthiness@tecnam.com.



TRADUCTION DE COURTOISIE

de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2024-0138

Équipement/Aménagement - Rails de siège – Inspection
Costruzioni Aeronautiche Tecnam S.p.A.
P-Mentor aeroplanes

DATE D'ENTREE EN VIGUEUR :

18 juillet 2024.

CONSTRUCTEUR(S) :

Costruzioni Aeronautiche Tecnam S.p.A. (Tecnam)

APPLICABILITE :

Tecnam P-Mentor numéros de série (s/n) 1003 à 1056 (inclus), 1064 à 1075 (inclus), 1078 à 1082 (inclus), 1089, 1090, 1118, 1119, 1124, 1125 et 1126, à l'exception de ceux comportant la modification Tecnam MOD2002/339 ou le bulletin de service (SB) SB-748-CS.

DEFINITIONS :

Les définitions suivantes s'appliquent dans le cadre de la présente CN :

Pièce(s) concernée(s) : Rails de siège des sièges pilote et copilote.

Le SB : Tecnam SB SB-738-CS Edition (Ed.) 1 Révision (Rev.) 02

RAISON :

Une défaillance du mécanisme de verrouillage du siège du pilote a été signalée. Une inspection ultérieure a révélé une interférence entre le revêtement en cuir du siège du pilote et le levier de verrouillage du siège.

Cette situation, si elle n'est pas détectée et corrigée, risque d'endommager la ou les pièces concernées et de déverrouiller le siège du pilote en vol, ce qui pourrait entraîner une perte de contrôle de l'avion.

Pour remédier à cette situation potentiellement dangereuse, Tecnam a émis le SB qui fournit des instructions pour l'inspection des pièces concernées.

Pour la raison décrite ci-dessus, cette CN exige des inspections répétitives de la ou des pièces concernées et, en fonction des résultats, des actions correctives. Cette CN fait également référence à une action facultative permettant de mettre fin aux inspections répétitives.

ACTIONS ET DELAIS D'APPLICATION :

Requises telles que précisées dans cette CN, sauf si ces actions requises par cette CN ont déjà été réalisées.

Inspection(s) répétitive(s) :

(1) Dans les 5 heures de vol (FH) ou 7 jours, selon la première éventualité après la date d'entrée en vigueur de la présente CN, et, par la suite, à des intervalles ne dépassant pas 100 FH (voir la note 1 de la présente CN), inspecter chaque pièce concernée conformément aux instructions du SB (voir la note 2 de la présente CN).

Note 1 : Une tolérance non cumulative de 10 FH peut être appliquée à l'intervalle de l'inspection répétitive spécifiée au paragraphe (1) de la présente CN pour permettre la synchronisation des inspections requises avec d'autres tâches d'entretien pour lesquelles une tolérance non cumulative est déjà accordée dans le manuel d'entretien applicable.

Note 2 : La ou les actions requises au paragraphe 1 de la présente CN peuvent être accomplies par le pilote-proprétaire en vertu des dispositions de l'annexe I, paragraphe M.A.803, ou de l'annexe Vb, paragraphe ML.A.803, du règlement (UE) No 1321/2014, selon le cas.

Action(s) corrective(s) :

(2) Si, au cours d'une inspection telle que requise par le paragraphe (1) de la présente CN, une anomalie, telle que définie dans le SB, est détectée, avant le prochain vol, contactez Tecnam pour obtenir les instructions de réparation applicables et exécutez ces instructions en conséquence.

Crédit :

(3) Les inspections effectuées sur un avion avant la date d'entrée en vigueur de la présente CN conformément aux instructions du SB-738-CS Tecnam Ed. 1 Rév. 0 ou Rév. 01, sont acceptables pour se conformer aux exigences du paragraphe (1) de la présente CN pour cet avion.

Mesures d'arrêt :

(4) La modification d'un avion conformément aux instructions du SB-748-CS Tecnam constitue une mesure de clôture des inspections répétitives exigées au paragraphe (1) de la présente CN pour cet avion.

DOCUMENTS DE REFERENCE :

Tecnam SB-738-CS Ed. 1 original (Rev. 0) daté du 29 février 2024, Ed. 1 Rev. 1 du 17 mai 2024 et Ed. 1 Rev. 2 du 5 juillet 2024.

Tecnam SB-748-CS Ed. 1 original issue (Rev. 0) du 24 mai 2024.

L'utilisation de révisions approuvées ultérieurement des documents susmentionnés est acceptable pour la conformité aux exigences de la présente CN.

REMARQUES :

[...]