

# Airworthiness Directive Schedule

## Aeroplanes

### Vulcanair P68B, P68C and P68C-TC

26 June 2014

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- Notes**
1. This AD schedule is applicable to Vulcanair P68B, P68C and P68C-TC aeroplanes (formerly Partenavia) manufactured under European Aviation Safety Agency (EASA) Type Certificate No. A-365.
  2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Vulcanair P68 series aircraft. State of Design ADs applicable to these aircraft can be obtained directly from the EASA web site. The link to the EASA web site is available on the CAA web site at [http://www.caa.govt.nz/Airworthiness\\_Directives/states\\_of\\_design.html](http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html)
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk \*

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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below with linked directly to them. You can also obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at [http://www.caa.govt.nz/Airworthiness\\_Directives/states\\_of\\_design.html](http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html) 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. .... 14

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**DCA/P68/1 Electrical System - Inspection**

**Applicability:** Model P68 and P68B up to S/N 95  
**Requirement:** inspect per Partenavia SB 31  
**Compliance:** At next engine run, unless already accomplished  
**Effective Date:** 21 July 1978

**DCA/P68/2 Rudder Trim Control Rod - Inspection**

**Applicability:** All model P68 and P68B delivered by 26 July 1977  
**Requirement:**  
1. Inspect rod P/N 68-5.6053-2 installation per Partenavia SB 32.  
2. If installation incorrect remove rod and inspect visually for distortion, also rod and rod ends for cracks using magnetic particle method.  
3. Renew defective parts before further flight.  
**Compliance:** Within next 100 hours TIS unless already accomplished  
**Effective Date:** 21 July 1978

**DCA/P68/3A Flap Actuator Switch - Modification**

**Applicability:** Model P68 and P68B up to S/N 219  
**Requirement:** Modify switch installation per Partenavia SB 55  
**Compliance:** Not later than next 500 hour inspection  
**Effective Date:** DCA/P68/3 - 21 July 1978  
DCA/P68/3A - 11 March 1983

**DCA/P68/4 Rudder Hinge - Modification**

**Applicability:** Model P68 and P68B up to S/N 128, excluding S/N 40, 112, 125, 126 and 127  
**Requirement:** Reinforce upper hinge attachment per Partenavia SB 34  
**Compliance:** Within next 100 hours TIS unless already accomplished  
**Effective Date:** 21 July 1978

**DCA/P68/5 Elevator Mass Balance - Modification and Inspection**

**Applicability:** Model P68 and P68B up to S/N 88 but excluding S/N 03 and 40  
**Requirement:**  
1. Modify per Partenavia SB 36.  
2. Inspect balance support channel P/N 68-3.3017-3 and if found cracked modify per Partenavia SB 36 before further flight.  
**Compliance:** Not later than 500 hours TTIS. Aircraft which have exceeded 500 hours TIS shall be modified within next 100 hours TIS subject to satisfactory inspection at intervals not exceeding 25 hours TIS.  
**Effective Date:** 13 October 1978

**DCA/P68/6A Rudder Control Pulley Installation - Inspection and Modification**

- Applicability:** Model P68 and P68B up to S/N 165 excluding S/N 40
- Requirement:**
1. Modify per Partenavia SB 40 Part 111.
  2. Inspect per Partenavia SB 40 Part 11. If cracks are found, modify before further flight.
- Compliance:**
1. Modification - at 500 hours TTIS.
  2. Inspection - Aircraft which have exceeded 500 hours TIS shall be inspected at intervals not exceeding 50 hours TIS until modified.
- Effective Date:** DCA/P68/6 - 13 October 1978  
DCA/P68/6A - 20 April 1979

**DCA/P68/7 Propeller Pitch Control - Inspection and Modification**

- Applicability:** Model P68 and P68B up to S/N 160
- Requirement:** Inspect and modify per Partenavia SB 37 Rev 1
- Compliance:** Inspection - at intervals not exceeding 50 hours TIS until modified.  
Modification - By 31 July 1979
- Effective Date:** 20 April 1979

**DCA/P68/8 Longitudinal Trim System - Modification**

- Applicability:** Model P68 and P68B up to S/N 159
- Requirement:** Modify per Partenavia SB 41
- Compliance:** Within next 50 hours TIS
- Effective Date:** 20 April 1979

**DCA/P68/9 Auxiliary Fuel Pump Installation - Modification**

- Applicability:** Model P68 and P68B up to S/N 182 excluding S/Ns 171, 179, 180 and 181
- Requirement:** Modify per Partenavia SB 43
- Compliance:** By 30 November 1979
- Effective Date:** 26 October 1979

**DCA/P68/10 Oil Cooler Installation - Inspection and Modification**

- Applicability:** Model P68 and P68B up to S/N 182 excluding S/Ns 74, 89, 133, 142, 155, 163 and 171
- Requirement:** Inspect hose and replace elbow fitting per Partneavia SB 45. Replace any hose found worn.
- Compliance:** Within next 50 hours TIS
- Effective Date:** 26 October 1979

**DCA/P68/11A Control Wheel Installation - Inspection**

**Applicability:** Model P68, P68B, P68C and P68C-TC.

**Requirement:** To prevent failure of the control wheel rod universal joint, accomplish the following:-  
Inspect per Partenavia SB 48 Rev 1. Universal joints found defective shall be modified before further flight.  
(RAI AD 95-076 refers)

**Compliance:** Modification (Kit 68-016) not Embodied  
Inspect within next 100 hours TIS or within next 3 months whichever is the sooner and thereafter at intervals not to exceed 200 hours TIS or 2 years whichever is the sooner.  
Modification Embodied  
Inspect within next 100 hours TIS or within next 3 months whichever is the sooner and thereafter at intervals not to exceed 1000 hours TIS or 4 years whichever is the sooner.

**Effective Date:** DCA/P68/11 7 March 1980  
DCA/P68/11A 7 July 1995

**DCA/P68/12 Alternator Cable - Modification**

**Applicability:** Model P68 and P68B up to S/N 221

**Requirement:** Modify per Partenavia SB 49

**Compliance:** Within next 50 hours TIS

**Effective Date:** 16 October 1981

**DCA/P68/13 Magneto Groundwire Installation - Inspection**

**Applicability:** Model P68 and P68B up to S/N 223

**Requirement:** Inspect per Partenavia SB 51 and rework as necessary

**Compliance:** Within next 50 hours TIS

**Effective Date:** 16 October 1981

**DCA/P68/14 Flap Bellcrank Bracket - Inspection and Modification**

**Applicability:** Model P68 and P68B up to S/N 277

**Requirement:** Inspect and modify per Partenavia SB 56 Parts 1 and 11 respectively. Cracked brackets to be modified before further flight

**Compliance:** Inspection: At 500 hours TTIS and thereafter at intervals not exceeding 100 hours TIS until modified.

Modification: At 1000 hours TTIS or next 500 hour inspection whichever is the later

**Effective Date:** 11 March 1983

**DCA/P68/15 Stabilator Torque Tube Installation - Inspection**

**Applicability:** Model P68 and P68B up to S/N 289 excluding S/N's 234, 256, 259, 269 and 288

**Requirement:** Check attachment bolts and retorque as necessary per Partenavia SB 57

**Compliance:** Within next 5 hours TIS unless already accomplished

**Effective Date:** 29 April 1983

**DCA/P68/16 Lower Spar Cap - Inspection**

**Applicability:** All P68 series

**Requirement:** Visually inspect from within fuselage for cracks in front and rear spar lower cap assemblies of wing carry through structure, placing special emphasis on area immediately inboard of wing root ribs.

**Compliance:** 1. Aircraft with over 2475 hours TTIS - within next 25 hours TIS.  
2. All other aircraft - before achieving 2500 hours TTIS

**Effective Date:** 8 September 1983

**DCA/P68/17 Cancelled - Purpose Fulfilled****DCA/P68/18A Wing Spar - Inspection**

**Applicability:** All model P68 series up to S/N 348

**Requirement:** Inspect per Partenavia SB 65 Rev 2. Cracked spars to be repaired as prescribed before further flight

**Compliance:** At 2000 hours TTIS or within next 25 hours TIS, whichever is the later, and thereafter at intervals not exceeding 500 hours TIS until modified per Partenavia DRGS R.0081 and R.0090

**Effective Date:** DCA/P68/18 - 23 August 1984  
DCA/P68/18A - 11 October 1985

**DCA/P68/19 Stabilator Control Stops - Modification**

**Applicability:** All model P68 series

**Requirement:** Modify per Partenavia SB 63 Rev.1

**Compliance:** Within next 100 hours TIS

**Effective Date:** 14 September 1984

**DCA/P68/20 Aileron Control System - Inspection and Modification**

**Applicability:** All model P68 series

**Requirement:** Inspect and modify per Partenavia SB 64

**Compliance:** Within next 100 hours TIS

**Effective Date:** 14 September 1984

**DCA/P68/21A Leading Edge Ribs - Inspection**

**Applicability:** Models P68, P68B, P68C S/N 1 through 250 except 243

**Requirement:** Inspect leading edge ribs per Partenavia SB 67 Rev.1. Repair any damage found before further flight

**Compliance:** At intervals not exceeding 100 hours TIS

**Effective Date:** DCA/P68/21 - 23 July 1985  
DCA/P68/21A - 22 May 1987

**DCA/P68/22 Fuel Selector - Modification**

- Applicability:** Models P68 and P68B S/N 1 through 122 with four way fuel selectors 'SECONDO MONA' P/N 7.1007
- Requirement:** Modify per Partenavia SB 14 Rev.1
- Compliance:** By 30 September 1986
- Effective Date:** 1 August 1986

**DCA/P68/23 Aileron Cable/Brake Line - Inspection and Modification**

- Applicability:** All model P68 series prior to S/N 341 with photogrammetric hatch
- Requirement:** Inspect and modify per Partenavia SB 68. Renew damaged parts before further flight
- Compliance:** Within next 25 hours TIS unless already complied with
- Effective Date:** 1 August 1986

**DCA/P68/24 Engine Mount/Wing Attachment Points - Inspection and Modification**

- Applicability:** All model P68 series S/N 1 through 368
- Requirement:** Inspect and modify per Partenavia SB 70. Renew defective parts before further flight and apply protective treatment as prescribed
- Compliance:** At 5 years from manufacture, or within next 25 hours TIS, whichever is the later. Thereafter re-inspect at intervals not exceeding 500 hours TIS or 2 years whichever is the sooner
- Effective Date:** 22 May 1987

**DCA/P68/25 Engine Mount Bolts - Inspection**

- Applicability:** All model P68 series, S/N 001 through 383
- Requirement:** Inspect per Partenavia SB 76. Renew defective bolts before further flight
- Compliance:** Within next 5 hours TIS and thereafter whenever engine is removed
- Effective Date:** 14 January 1989

**DCA/P68/26 Stabilator Trim Tab - Modification**

- Applicability:** All model P68 series, S/N 001 through 381
- Requirement:** Modify per Partenavia SB 73 Rev.1.
- Compliance:** Within next 100 hours TIS
- Effective Date:** 10 March 1989

**DCA/P68/27A Engine and Propeller Control Cables - Inspection and Replacement**

- Applicability:** All model P68 series, S/N 001 through 394, except 391.
- Requirement:** To prevent failure of the engine and propeller control cables, accomplish the following:-
1. Inspect cables per Partenavia SB 81 Rev 1. Renew defective cables before further flight.
  2. Replace all engine and propeller control cables with improved cables per Partenavia SB 81 Rev 1.  
(RAI AD 94-279 refers)
- Compliance:**
1. Within next 25 hours TIS and thereafter at intervals not to exceed 25 hours TIS, until replacement per part 2 of this airworthiness directive.
  2. By 30 April 1996
- Effective Date:** 14 April 1995

**DCA/P68/28 Exhaust Muffler - Inspection**

- Applicability:** All model P68 series except, - TC version
- Requirement:** Inspect muffler assemblies per Partenavia SB 83. Rectify if necessary as detailed per the SB before further flight
- Compliance:** Within next 100 hours TIS and thereafter at intervals not to exceed 200 hours TIS
- Effective Date:** 19 April 1991

**DCA/P68/29 Horizontal Tailplane - Modification**

- Applicability:** All model P68 series, S/N 001 through 327
- Requirement:**
1. Install airspeed limitation placard per Part A of Partenavia SB 85.
  2. Modify tailplane front spar per Part B of SB 85 and remove placard installed by Part A of SB.  
(RAI AD91-272 refers)
- Compliance:**
1. Install placard within next 5 hours TIS.
  2. Modify by 31 December 1991
- Effective Date:** 14 August 1991

**DCA/P68/30A Stabilator Torque Tube - Inspection**

- Applicability:** All model P68 series
- Requirement:** To prevent slippage of the stabilator torque horn on the torque tube, inspect per Partenavia SB 87, Rev. 1.  
(RAI AD92-155 refers)
- Compliance:** Within next 50 hours TIS and thereafter at intervals not to exceed 200 hours TIS
- Effective Date:** DCA/P68/30 - 2 April 1992  
DCA/P68/30A - 30 October 1992



**DCA/P68/31 Fuel Selector Control - Inspection**

**Applicability:** All model P68 series

**Requirement:** To prevent key loss from the fuel selector valve - fuel control receiver, inspect per Partenavia SB 90. If the key is incorrectly installed, rectify per SB 90 before further flight.  
(RAI AD 94-014 refers)

**Compliance:** Within next 50 hours TIS. Also after any maintenance has been performed on the fuel control receiver.

**Effective Date:** 15 April 1994

**DCA/P68/32 Stabilator Torque Tube, Flap and Aileron Hinge Attachment Brackets - Inspection**

**Applicability:** All model P68 series

**Requirement:** To detect corrosion damage accomplish the following:-  
1. Inspect for surface treatment per Partenavia SB 91. If surface is not treated inspect for corrosion per SB 91. If corrosion is found contact Partenavia for repair details.  
2. Treat the stabilator torque tube attachment brackets per SB 91.  
(RAI AD 94-026 refers)

**Compliance:** 1. Within next 100 hours TIS. If surface has not been treated inspect at intervals not to exceed 200 hours TIS or 12 months, whichever is the sooner.  
2. At next stabilator torque tube removal.

**Effective Date:** 15 April 1994

**DCA/P68/33 Engine Oil Cooler Hoses - Inspection**

**Applicability:** All models P68, P68B, P68R, P68C, P68 Observer and P68 Observer 2.

**Requirement:** To prevent damage to the engine oil cooler hoses, inspect per Partenavia SB 88. Rectify any installation found incorrect before further flight.  
(RAI AD 94-027 refers)

**Compliance:** Within next 50 hours TIS and thereafter whenever the oil cooler hoses are replaced.

**Effective Date:** 15 April 1994

**DCA/P68/34 Fuel and Janitrol System Lines - Inspection**

**Applicability:** Model P68C-TC up to S/N 375-45-TC, P68C and P68 Observer from S/N 268 up to S/N 381, P68, P68B, P68R, P68C and P68 Observer S/N 01 through S/N 267.

**Requirement:** To detect corroded fuel system and Janitrol cabin heating system lines and prevent failure, accomplish Partenavia SB 61 Rev 3. Replace fuel lines and repair front wing spar as necessary per SB 61 Rev 3, before further flight.  
(RAI AD 95-335 refers)

**Compliance:** Within next 50 hours TIS.

**Effective Date:** 15 March 1996

**DCA/P68/35 Wing - Modification and Inspection**

**Applicability:** All model P68 series up to S/N 400

**Requirement:**

1. To allow inspection of the internal area of the wing box between ribs 6 and 8, install inspection access holes per Partenavia SB 93.
2. Inspect internal wing area per para 2.2 of SB 93. Repair if necessary per SB 93 before further flight.
3. Inspect internal wing area per para 2.4 of SB 93. Repair if necessary per SB 93 before further flight.

(RAI AD 96-032 refers)

**Compliance:**

1. At 500 hours TTIS or within next 100 hours TIS, whichever is the later.
2. If new "V" stringers have not been incorporated, inspect when part 1 of this airworthiness directive is accomplished and thereafter at intervals not to exceed 300 hours TIS.  
If new "V" stringers have been incorporated, inspect when part 1 of this airworthiness directive is accomplished and thereafter at intervals not to exceed 500 hours TIS.
3. Inspect when part 1 of this airworthiness directive is accomplished and thereafter at intervals not to exceed 2000 hours TIS.

**Effective Date:** 15 March 1996

**DCA/P68/36 Flight Control Cables - Inspection**

**Applicability:** All model P68 series.

**Requirement:** To prevent failure of flight control cables, inspect cables per Partenavia SB 75 Rev 3. Rectify any defects found before further flight.

(RAI AD 96-337 refers)

**Compliance:** Inspect at intervals of 100, 200 or 400 hours TIS as detailed in SB 75 Rev 3.

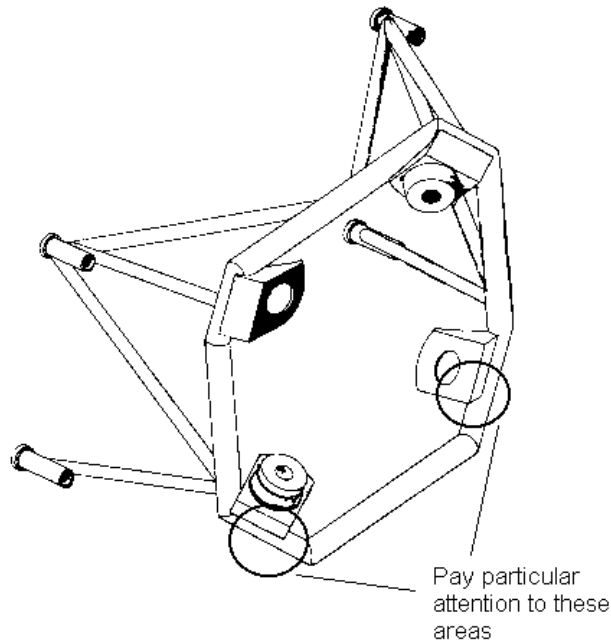
**Effective Date:** 9 May 1997

**DCA/P68/37 Engine Mounts - Inspection**

**Applicability:** All model P68 series.

**Requirement:** To prevent failure of the engine mounts, accomplish the following:-

1. Clean both engine mounts and perform a close visual inspection for cracks. Pay attention to the welds around the lower area as shown circled below, and particularly the welds around the lower-outboard attachment. Repair or replace any engine mount found cracked before further flight.



2. Perform a magnetic-particle inspection of the engine mount for cracks. Repair or replace any engine mount found cracked before further flight.

**Compliance:**

1. Within next 100 hours TIS and thereafter at intervals not to exceed 400 hours TIS.
2. At next engine removal and thereafter each time the engine is removed for overhaul.

**Effective Date:** 10 April 1998

**DCA/P68/38 MLG Leaf Spring Fuselage Attachment - Inspection**

**Applicability:** All P68 series

**Requirement:** To prevent failure of the MLG leaf spring fuselage attachment, inspect and rectify as necessary per Vulcanair SB 99 Rev 1.  
(RAI AD 2000-140 refers)

**Compliance:** Within next 5 hours TIS.

**Effective Date:** 13 April 2000

**DCA/P68/39 Flight Manual and Placard - Amendment**

**Applicability:** All model P68B

**Requirement:** To prevent possible engine power loss due to intake icing, accomplish the following:-  
 1. Insert CAA approved page 2-8a, dated 31.01.02 into the Flight Manual, opposite page 2-8. This page will be provided by the CAA.  
 2. Change the existing placard on the instrument panel regarding the engine alternate air doors, to;

**WARNING**

When flying in high humidity environment at any air temperature, open the engine alternate air doors.

3. Operators must ensure that flight crew are aware of the amendments to the flight manual and placard.

**Compliance:** By 28 February 2002

**Effective Date:** 31 January 2002

**DCA/P68/40B Fuel Selector Valve System – Inspection**

**Applicability:** All P68 series

**Requirement:** To ensure correct operation of the fuel selector control system and to prevent unintentional fuel transfer between tanks, accomplish Vulcanair SB 113.

**Compliance:** Within next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

Also following any occurrence:-

- a) Where the fuel selector operation is found to be unsatisfactory.
- b) Of unintentional fuel transfer between fuel tanks.

**Note:** Operators must ensure that flight crew are aware of the requirements of this airworthiness directive.

**Effective Date:** DCA/P68/40A – 29 August 2002

DCA/P68/40B – 26 June 2003

**DCA/P68/41 Cancelled**

**DCA/P68/42 Cancelled - DCA/P68/43A refers**

**Effective Date:** 22 February 2007

**DCA/P68/43A Cancelled – DCA/P68/45 refers**

**Effective Date:** 29 April 2010

**DCA/P68/44 Cabin Seats – Inspection and Modification**

**Applicability:** All model P68 series aircraft, S/Ns 412 through to 424, 429, 434 and 435. S/N 418 excluded.

**Requirement:** To prevent restricted egress of the aircraft in the event of an emergency evacuation, inspect and modify the seats per the instructions in Vulcanair Service Bulletin No. 128. (ENAC AD 2004-522 refers).

**Compliance:** By 31 July 2007

**Effective Date:** 28 June 2007

**DCA/P68/45 Wings and Stabiliser Life Limits – Inspection and Modification**

**Applicability:** Model P68, P68 “Victor”, P68 B “Victor”, P68 R “Victor”, P68 C, P68 C-TC, P68 “Observer”, P68 “Observer 2” and P68TC “Observer” aircraft, S/N 01 all through 454, except S/N 430 and 453.

**Note 1:** This AD supersedes DCA/P68/43A to introduce new inspection requirements and Vulcanair SI No. 88 (Kit SB162) which allows an extended safe life limit for certain aircraft with this kit embodied.

**Requirement:** To prevent structural failure due to possible fatigue cracks of the wing and stabiliser, accomplish the following:

1. Determine the applicable aircraft maintenance requirements, the safe life limits and the inspection requirements per the instructions in table 1 of paragraph 1.3 of Vulcanair SB 162 original issue, dated 01 March 2010 or later EASA approved revisions.
2. Revise the aircraft maintenance program and introduce all the maintenance requirements, associated safe life limits and inspection requirements per requirement 1 of this AD and specified in the approved Aircraft Maintenance Manual (AMM) Supplement P/N NOR 10.771-52 issue 1, dated 01 March 2010.

**Note 2:** For aircraft S/N 01 all through 356 embodied with modification Kit 68-038 per Vulcanair SB 65 revision 2 or revision 3: If one or more cracked lower spar cap angles are found, the wing safe life limit can still be extended to a maximum of 23 900 hours TTIS provided that the four main spar lower cap angles are replaced within 500 hours TIS after the effective date of this AD per the instructions in Vulcanair SI No. 88 (Kit SB162) and thereafter accomplish the the instructions in AMM Supplement P/N NOR 10.771-52.

(EASA AD 2010-0051 refers)

**Compliance:**

1. At the next maintenance inspection or by 29 May 2010 whichever occurs sooner.
2. At the next maintenance inspection or by 29 May 2010 whichever occurs sooner.

**Effective Date:** 29 April 2010

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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.

\* 2014-0020      Cancelled – EASA AD 2014-0133 refers

Effective Date:    10 June 2014

\* [2014-0133](#)      Multifunction Engine Gauges – Inspection

Effective Date:    10 June 2014