

N° SB 170 – CS – Ed 1 Rev 1**Date:** 25 09 2014

The technical content of this document is approved under the authority of DOA ref. EASA.21J.335

Approval No: DO-170-140925

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MANDATORY by the AD No.yyyy-xxxx ☐ **May become MANDATORY** after EASA evaluation ☒**RECOMMENDED** ☐ **INFORMATION** ☐**SUBJECT:** P2006T Exhaust pipes inspection

SCOPE: During a pre-flight inspection of a P2006T, a cracked exhaust pipe p/n 26-7-1800-1 was found. Tecnam prescribes to perform a dedicated inspection on the exhaust pipes for all P2006T. If deformation, cracks or other defects are found, please contact technical.support@tecnam.com for an evaluation.

APPLICABILITY: All P2006T aircraft.**TIME OF COMPLIANCE:** Within the next 25 flight hours or 30 days (whichever occurs first) after the issue date of this SB.**MANPOWER:** 0.5 man-hours.**REQUIRED MATERIAL:** Nil.**TOOLING:** Nil.**WEIGHT AND BALANCE:** Nil.**REFERENCES:** Refer to the instruction contained in the following pages of this document.

PUB. AFFECTED: P2006T AMM – Aircraft Maintenance Manual.
P2006T IPC – Illustrated Parts Catalogue.

For further information please contact TECNAM:***Tel:***

- 0039 0823 622297 – Kit order
- 0039 0823 997538 – Technical Support

Fax: 0039 0823 622899***E-mail:***technical.support@tecnam.com

INSPECTION INSTRUCTIONS**1. Aircraft preparation**

- 1) Park the aircraft in a closed hangar;
- 2) Make sure that landing gear is down and locked (Master Switch ON: LG advisory lights must be ON);
- 3) MASTER SWITCH: OFF;
- 4) STARTER RELAY BREAKER: OFF;
- 5) PARKING BRAKE: ON;
- 6) Wheels locked.

2. Inspect the exhaust pipes**Note**

Make sure the engine is cool before proceed with the following inspection

- 1) Remove the engine cowlings upper and lower (LH and RH), according P2006T AMM;
- 2) Perform the visual inspection on all 4 exhaust pipes for each engine (with particular attention of the welded points highlighted in the following pictures) for cracks and deformation, use a torch light and/or mirrors if needed;

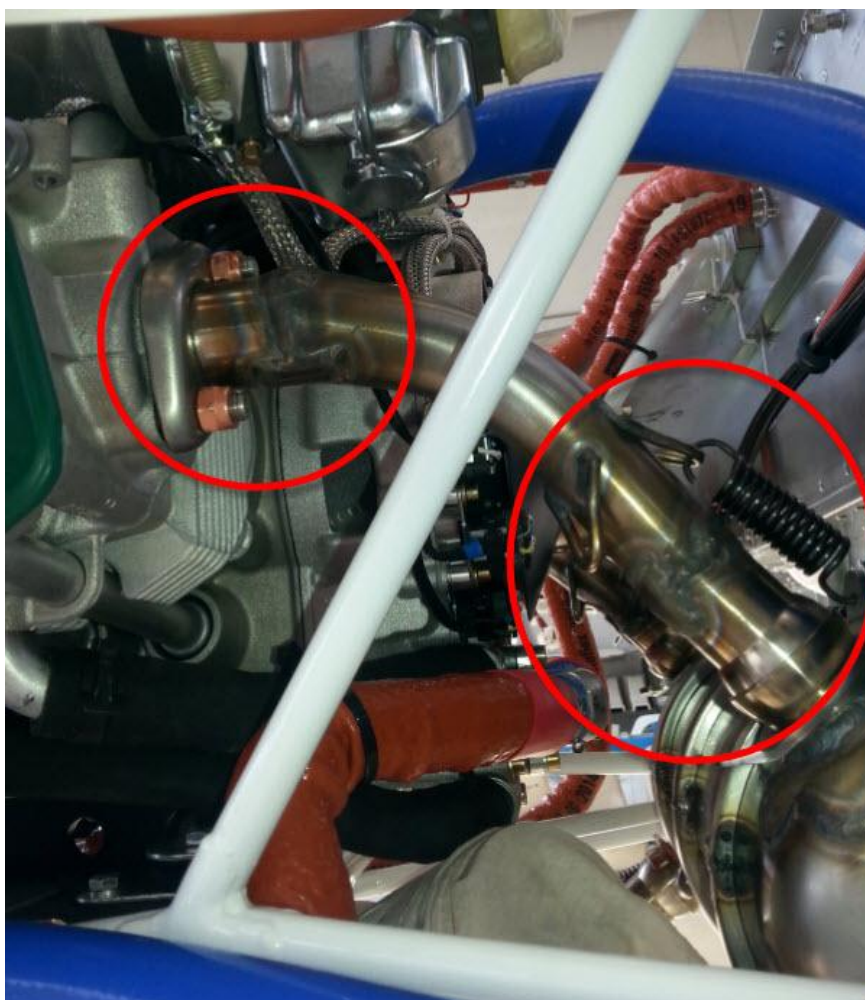


Fig.1 Rear left exhaust pipe

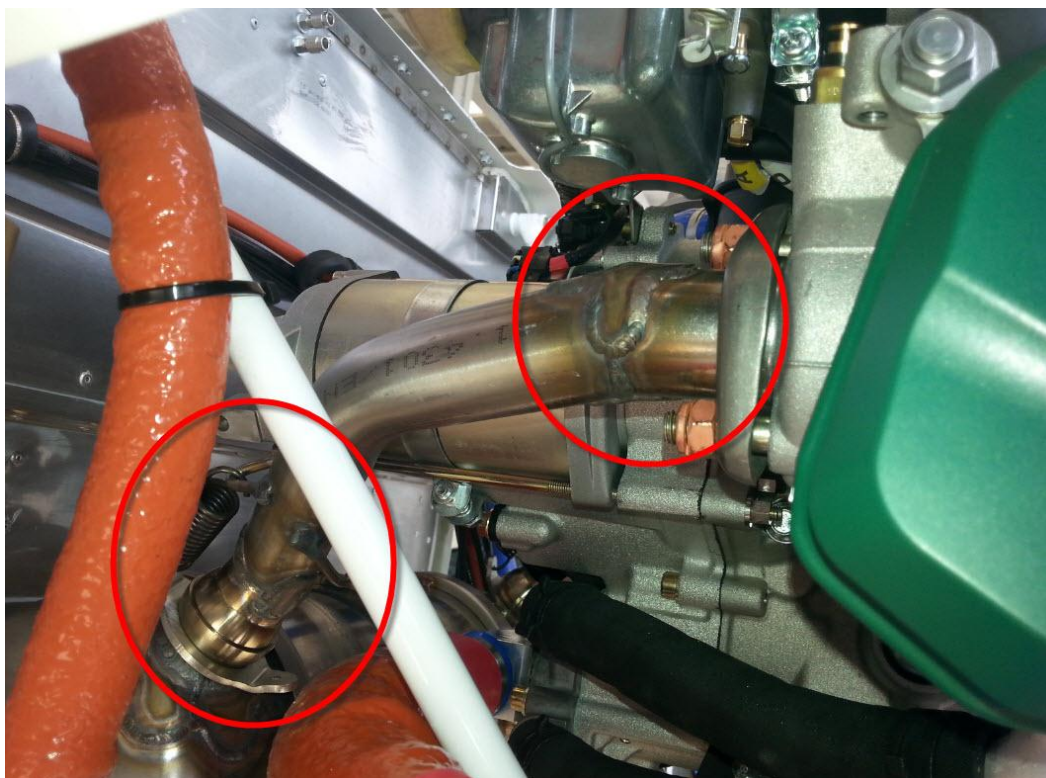


Fig.2 Rear right exhaust pipe



Fig.3 Front left and right exhaust pipes

If a crack is found, fill the occurrence report herein attached and send it to Tecnam.

Record the application of the present Service Bulletin on the aircraft log-book.



Occurrence Report

Date:

Aircraft Type: Serial No. Registration markings: A/C Time Since New: “Cycles since new:		Engine No.1 type: “Serial No. “Time Since New: “Time Since Overhaul: “Cycles since new	
Affected Item (if applicable) “ATA Chapter “Time Since New: “Time Since Overhaul: “Cycles since new:		Engine No.2 (if applicable) “Serial No. “Time Since New: “Time Since Overhaul: “Cycles since new:	
Place:			
Operator's name:		Ph:	
“contacts:		Fax.	
“contact person:		Mobile:	
Description:			
List of Damaged areas:			
Operator's Preliminary Investigation			
No. of died persons:		Hull loss:	
No. of injured persons		AOG:	
Acc./s.Inc./Inc (ICAO A13)		-	
Possible cause:		-	
Action to be done:			
Action taken:			
Operators must fill this “Occurrence Report” as soon as possible and send preferably via e-mail to the TECNAM Office of Airworthiness: technical.support@tecnam.com and airworthiness@tecnam.com . Eventually by fax: +39 0823 622899 or express courier: Via Maiorise snc Capua (CE) 81043 ITALY			
ANY MATERIAL AVAILABLE LIKE PHOTO, VIDEO, DRAWINGS ETC. IS WELCOME.			
Disclaimer: Costruzioni Aeronautiche TECNAM s.r.l. declines any responsibility for late, incomplete or not-true information provided. Using of this form for occurrence reporting is mandatory as per Tecnam/DOA procedures. Tecnam will adopt the date and hour of receiving of this form <u>duly filled</u> as a reference in later pertinent activities. While filling this form: fields not applicable must not be left blank but marked with n.a.			