

ALERT BULLETIN

AB 2024:1/2-1
1/18/2024
2032892, 1957367

TO: Costruzioni Aeronautiche Tecnam

INFO: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, IFALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, TWU

FROM: Becky L. Hooley, Director
NASA Aviation Safety Reporting System

SUBJ: Tecnam P2012 Engine Issues

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

ASRS recently received a report from a Tecnam P2012 pilot describing an inflight loss of oil pressure in the left engine, and they noted black smoke coming from the exhaust. The flight crew received expedited handling and landed safely at destination. Reporter expressed concern that this is a recurring issue, and documented other similar issues.

Report 1957367 describes a similar event. This report is also enclosed.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2032892**DATE / TIME**

Date of Occurrence	202309
Local Time Of Day	1201 to 1800

PLACE

Locale	ZZZ.ARTCC
State	US

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZZZ
Make Model Name	Tecnam P2012 Traveller

COMPONENT 1

Aircraft Component	Reciprocating Engine Assembly
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PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2032892

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Detector - Person	Flight Crew
Result - Flight Crew	Landed in Emergency Condition

NARRATIVE 1

During cruise, approximately 20-25 mins from ZZZ the engine instruments were checked and the Captain, pilot monitoring, identified a fluctuation in oil pressure from the left engine. At that time, oil pressure was fluctuating within the green arc. We continued to monitor the fluctuation. Approximately 10 minutes later the fluctuation in oil pressure reduced and continued to fluctuate between normal operation and yellow caution range. Once the oil pressure fell into the yellow caution range, the Captain pointed out black smoke coming from the exhaust of the left engine. At that time, we began planning for possibly securing the engine and [requested priority handling], if the oil pressure dropped any further. The QRH was pulled and we began reviewing procedures. I continued flying and monitoring flight controls while the Captain continued to monitor the engine instruments.

Approximately 10 minutes from ZZZ, the oil pressure began fluctuating steadily in the yellow caution range and then progressively became worse between Yellow caution and Red warning. At that time, we decided to [request priority handling] with ATC with the possibility of securing the critical engine. We began to review engine securing procedures and confirmed them with the QRH. We reviewed what to expect if the engine was to be secured and what to expect upon landing with the potential of emergency landing areas. We worked with ATC to become a priority aircraft. We also decided to stay up higher and make a steeper approach as we would benefit from the altitude, should an engine be secured or seized on our approach. On approach, upon power reduction, the oil pressure fell steady into the Red Warning range. The approach and landing were safely completed without further incident. The airplane was met and followed into the gate by Airport Crash

Rescue trucks. The airplane engine remained in operation and provided power for taxi until shut down at the gate area. Maintenance was contacted and [aircraft] towed back to the hangar.

This is not the first time this has occurred. This particular airplane was written up just 3 days ago with the same issue, where the pilot also [requested priority handling]. Other airplanes are down for similar incidents, including Aircraft Y flown by Person A, which is grounded in ZZZ2.

This seems to be a reoccurring issue in the Tecnam itself and not just isolated to a specific tail. The company needs to be made aware of the issue before it becomes catastrophic. Just today a few of the pilots stated they were beginning to feel unsafe operating the Tecnam airplane.

Possible cylinder or engine issue.

Replacement cylinders or replacement engines

SYNOPSIS

Tecnam P2012 pilot reported loss of engine oil pressure in flight. Flight crew continued to destination, landed, and turned the aircraft over to maintenance.

ACN 1957367

DATE / TIME

Date of Occurrence 202212
Local Time Of Day 1801 to 2400

PLACE

Locale ZZZ.ARTCC
State US

ENVIRONMENT

Flight Conditions IMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center ZZZ
Make Model Name Tecnam P2012 Traveller

COMPONENT 1

Aircraft Component Powerplant Lubrication System

COMPONENT 2

Aircraft Component Turbine Engine

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 1957367

EVENTS

Anomaly Aircraft Equipment Problem - Critical
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Automation Aircraft Other Automation
Detector - Person Flight Crew
Result - General Flight Cancelled / Delayed
Result - General Maintenance Action
Result - Flight Crew Took Evasive Action

NARRATIVE 1

In cruise at 35 mins from destination ZZZ RH Oil Press started to fluctuate out of the bottom of the green arc. RH Oil Temp was in the green arc (217 degrees) but slightly higher than the LH Oil Temp. Discussed with First Officer possible outcomes if Oil Pressure dropped further. Reviewed QRH (quick reference handbook) procedures for Low Oil Press and High Oil Temp and kept QRH open to those pages and available if needed. Chose to continue to destination. Filed alternate was ZZZ1 which was beyond our destination. Nearest airport ZZZ2 was below mins when we left. ZZZ2 was canceled before we left ZZZ3. Continued to monitor RH Oil Pressure and Temperature. Pressure dropped and was consistently in the yellow (45-48 psi) on RNAV 1 to ZZZ. After touchdown and during rollout RH Oil Pressure dropped into the Red and RH Oil Press message appeared. Shut down RH engine during rollout to prevent damage. Taxied in single engine.

SYNOPSIS

Tecnam 2012 pilot reported fluctuation of oil pressure during cruise. The flight crew continued to monitor the engine during approach and landing at destination airport. The engine was shut down on taxi to prevent damage to the engine.