Australian Government
Civil Aviation Safety Authority

Airworthiness Bulletin

AWB 57-022 Issue 1 – 5 November 2026

VULCANAIR S.P.A. P.68 Main Wing Spar Crack

An Airworthiness Bulletin is an advisory document that alerts, educates and makes recommendations about airworthiness matters. Recommendations in this bulletin are not mandatory.

1. Effectivity

Vulcanair P.68 aircraft variants

2. Purpose

The purpose of this Airworthiness Bulletin (AWB) is to:

1) Alert owners, registered operators, pilots, maintenance organisations and Licensed Aircraft Maintenance Engineers (LAMEs) to a reported crack on the left wing front spar lower rear cap angle of a P.68C aircraft and provide information to assist in identifying similar defects – particularly on aircraft with a history of aerial work operations.
2) Encourage Australian operators to inspect the affected areas and report any findings to CASA and the Type Certificate Holder.

3. Background

CASA has received a defect report submitted through the Defect Reporting System (DRS) identifying a crack in the left wing front spar lower rear cap angle of a Vulcanair P.68C aircraft, serial number (S/N) 448/C.

The crack was identified at a total time in service (TTIS) of 6,717 flight hours (FH) during maintenance conducted in accordance with CASA Maintenance Schedule 5, at intervals of 100 FH or 12 months, whichever occurs first.

As shown in Figure 1, the crack appears to originate at the radius of the lower rear spar cap angle, inboard of the reinforcement plate repair/lower spar doubler plate.

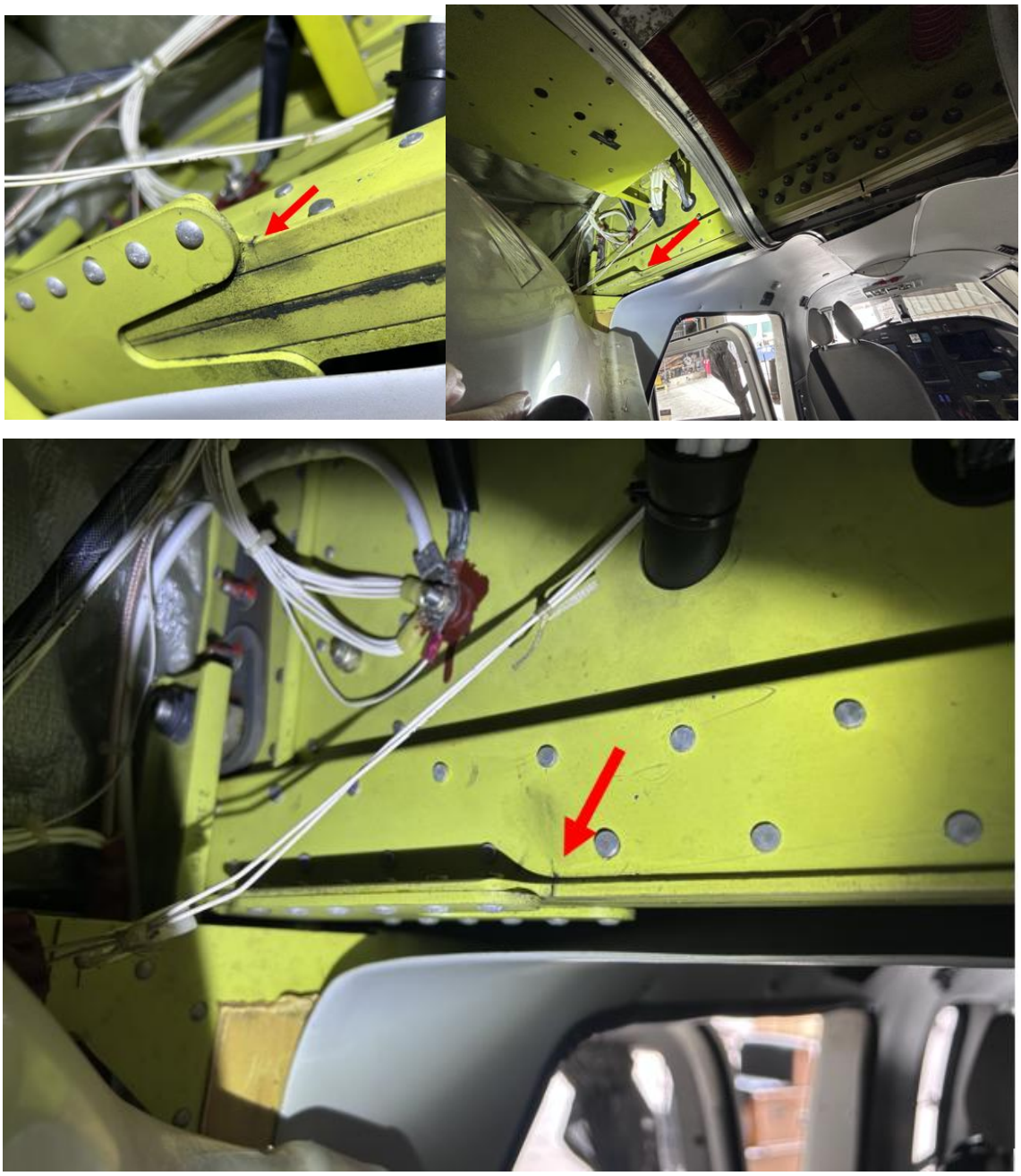


Figure 1: Approximate location of the reported crack

Maintenance Manual Supplement NOR10.771-52 Table 2-1, specifies the safe life limits of the wing structures based on the wing spar configuration. The affected aircraft (SN 448/C) falls within Section 2 of Table 2-1.

Table 2-2 specifies special inspections of the wing structure, including detailed visual inspections (DVI) and non-destructive inspections (NDI) at intervals 6,000 FH, 12,000 FH and 18,000 FH, up to the applicable wing safe life limit.

Table 2-4 specifies inspection intervals of 1,500 FH or five years, whichever occurs first, for aircraft incorporating Kit SB 162 or Kit SB 162 + Kit SB162/A. These requirements are not applicable to the affected aircraft (SN 448/C).

In addition to the inspections specified in NOR10.771-52, Figure 3-3, CASA recommends performing a targeted/directed DVI/NDI inspection of the radius areas inboard of the locations identified in Figure 3-3, including the wing front spar lower front and rear cap angles.

Operators should also pay particular attention to evidence of rivet fretting, particularly in areas where cracking has previously been identified.

During inspection of the affected wing spar, poor surface finish was also reported in the radius area, as shown in Figure 2.

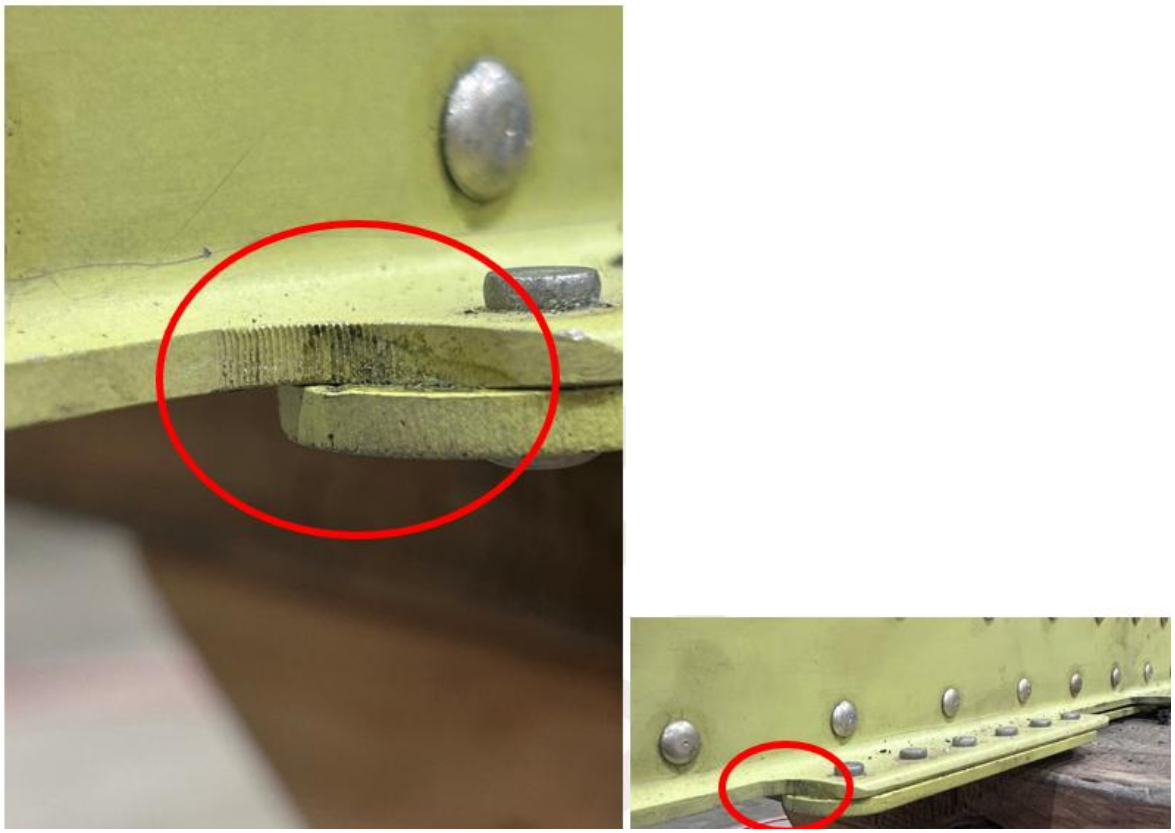


Figure 2: Example of poor surface finish in the radius area

Surface irregularities in this area may warrant further investigation. CASA recommends inspecting the radius areas for surface defects and ensuring that any necessary rectification, including blending, is performed in accordance with approved data.

4. Recommendations

CASA recommends that operators:

- At the earliest opportunity, conduct a targeted inspection of the wing front spar lower front and rear cap angles at the radius areas inboard of the locations identified in NOR10.771-52 Figure 3-3. Inspections should be conducted using the applicable inspection methods specified in NOR10.771-52.
- Inspect the radius areas for evidence of poor surface finish, as shown in Figure 2, and assess any identified defects in accordance with approved data.
- Examine the affected areas on both front and rear cap angles for evidence of rivet fretting or cracking, particularly where previous defects or repairs have been identified.
- Report inspection findings, including nil findings, to CASA and the Type Certificate Holder to assist in monitoring the extent of this issue across the affected aircraft fleet.

Note: These recommendations are intended to increase awareness of the reported defect and assist in identifying similar conditions across the fleet.

5. Reporting

The aircraft Type Certificate Holder should be notified of any findings to support global monitoring of the issue. Reports may be submitted to:
continued.airworthiness@vulcanair.com

In addition, major defects experienced by operators must be reported to CASA under regulation 51A of the *Civil Aviation Regulations 1988* or Division 42.C.4 of the *Civil Aviation Safety Regulations 1998*, as applicable.

Reports may be submitted through CASA's online Defect Reporting System (DRS) Portal or by using Form 404. Guidance on submitting defect reports is available on the CASA website and in CASA Advisory Circular AC 20-06.

6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link email address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

Airworthiness and Engineering Branch
National Operations and Standards
Civil Aviation Safety Authority
GPO Box 2005, Canberra, ACT, 2601