


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2006 - 0305</b></p> <p><b>Date: 09 October 2006</b></p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p><b>Type Approval Holder's Name :</b> PIAGGIO AERO INDUSTRIES S.p.A.</p>	<p><b>Type/Model designation(s) :</b> P.180 'Avanti' series</p>	
<p>TCDS Number: EASA A.059</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: EASA EAD 2006-0072-E</p>		
<p><b>ATA 57</b></p>	<p><b>Wings - Outboard Flap Tracks Forward Support - Replacement / Inspection</b></p>	
<p>Manufacturer:</p>	<p>Piaggio Aero Industries S.p.A.</p>	
<p>Applicability:</p>	<p>P.180 'Avanti' series, manufacturer's serial numbers 1002, 1004 through 1107, 1109 and 1110.</p>	
<p>Reason:</p>	<p>EASA EAD 2006-0072-E was issued on 31<sup>st</sup> March 2006 following a further failure of the forward support of the Main Wing Outboard Flap (MWOFF), caused by corrosion. This condition, if not corrected, may cause surface twisting during deployment at landing. The analysis of that event highlighted the need for the reduction of the previous inspection interval which was mandated by ENAC through AD 2004-523, approved by EASA with reference 2004-12521.</p> <p>Now the TC holder has developed a new type of forward support for the Main Wing Outboard Flap with characteristics that improve the resistance to corrosion. When the new support is installed, the repetitive Eddy current inspection that was introduced by EASA EAD 2006-0072-E is no longer required.</p>	
<p>Effective Date:</p>	<p>23 October 2006</p>	
<p>Compliance:</p>	<p>Required as indicated, unless previously accomplished:</p>	

	<ol style="list-style-type: none"> <li>1) At either of the two times specified under A) or B) below, as applicable, replace the Outboard Flap Track Forward Bushing and Outboard Flap Track Forward Support in accordance with the accomplishment instructions detailed in Part A of the Piaggio Aero Industries Service Bulletin (SB) 80-0210 Revision 4 (Rev4) dated July 19, 2006: <ol style="list-style-type: none"> <li>A) Within 450 flight hours or 1 year after the last inspection in accordance with Piaggio Aero Industries Alert Service Bulletin (ASB) 80-0210 Rev.3 or Rev.2, [in accordance with the requirements of EASA EAD 2006-0072-E], whichever occurs first; or</li> <li>B) Before accumulating 450 flight hours time-in-service or 1 year time since manufacture, whichever occurs first;</li> </ol> </li> <li>2) Thereafter, at intervals not exceeding each 'C' check, visually inspect the Outboard Flap Track Forward Support for traces of any kind of corrosion and/or protective coat/finishing wear damage in accordance with the accomplishment instructions described in Part B of Piaggio Aero Industries SB 80-0210 Rev4 dated July 19, 2006.</li> </ol>
Ref. Publications:	Piaggio Aero Industries SB 80-0210 Rev4, including the Errata dated August 21, 2006 or later approved revisions.
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept alternative methods of compliance (AMOC) for this AD.</li> <li>2. This AD was posted as PAD 06-220 for consultation on 11 September 2006 with a comment period until 25 September 2006. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the AD Focal Point, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact Piaggio Aero Industries S.p.A., Airworthiness Office, Phone +39-010-6488-990; Fax +39-010-6488-403; E-mail <a href="mailto:GSerpico@piaggioaero.it">GSerpico@piaggioaero.it</a>.</li> </ol>