


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0123 R1</p> <p>Date: 29 November 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Piaggio Aero Industries S.p.A.</p>	<p>Type/Model designation(s) :</p> <p>P.180 series aeroplanes</p>
TCDS Number :	EASA.A.059
Foreign AD :	Not applicable
Revision:	This AD revises EASA AD 2010-0123 dated 22 June 2010 and its Correction dated 22 June 2010.
ATA 79	Oil – Engine Oil Dipstick – Inspection / Replacement
Manufacturer(s):	Piaggio Aero Industries S.p.A.
Applicability:	Model P.180 Avanti and P.180 Avanti II aeroplanes, all serial numbers.
Reason:	<p>Some cases of failure of Engine Oil Dipsticks, installed on Pratt & Whitney Canada (P&WC) PT6A66 and PT6A66B engines, were detected on P.180 aeroplanes; such failures, due to moisture penetration into the dipstick and subsequent corrosion, can cause incorrect reading of the engine oil low level on the Refuel/Ground Test Panel.</p> <p>This condition, if not detected and corrected, could lead to in-flight engine failure(s) and/or to possible degradation of the aeroplane's performance characteristics.</p> <p>To prevent further incorrect P&WC PT6A66 and PT6A66B engine oil reading, EASA issued AD 2010-0123 to require repetitive visual checks of the engine oil level, concurrently with repetitive inspections of the Engine Oil Dipstick, to detect faulty units and replace them, in accordance with Piaggio Aero Industries (PAI) Service Bulletin (SB) 80-0287 revision 1.</p> <p>Since that EASA AD was issued, P&WC have developed an improved Engine Oil Dipstick with Part Number (P/N) 3075906-01, to be installed in PT6A66 and PT6A66B engines in accordance with P&WC SB 14452 R1 and implemented for P.180 aeroplanes through PAI SB 80-0287 revision 2.</p> <p>For the reasons described above, this AD is revised to introduce the optional installation of Engine Oil Dipstick P/N 3075906-01 which, if installed on both engines of a P.180 aeroplane, constitutes terminating action for the repetitive</p>

	inspections required by this AD for that aeroplane. In addition, some editorial changes have been made to increase the quality of this AD.
Effective Date:	Revision 1: 13 December 2011 Original issue: 06 July 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within one month or 25 flight hours (FH), whichever occurs first after 06 July 2010 [the effective date of EASA AD 2010-0123 at original issue], and thereafter at intervals not to exceed one month or 25 FH from the last check (whichever occurs first), perform in both engines:</p> <p>(1.1) a visual check of the oil level in accordance with the Accomplishment Instructions, Part A, of PAI SB 80-0287 Revision 1 or Revision 2;</p> <p>(1.2) functional checks of the oil level dipstick in accordance with the Accomplishment Instructions, Part B and C, of PAI SB 80-0287 Revision 1 or Revision 2.</p> <p>(2) If the installed oil level dipsticks are compliant with the criteria as specified in P&WC SB 14383, thereafter, at intervals not to exceed one month or 50 FH, whichever occurs first, repeat the checks as specified in paragraphs (1.1) and (1.2) of this AD.</p> <p>(3) If, during any checks as required by paragraph (1) or (2) of this AD, a failed dipstick is detected, and a serviceable spare unit is available, before next flight, replace it with a serviceable unit.</p> <p>(4) If, during any checks as required by paragraph (1) or (2) of this AD, a failed dipstick is detected and a serviceable spare unit is not available, the failed dipstick may be reinstalled, but until replacement, the repetitive visual checks of the oil level in the affected engine, as required by paragraph (1.1) of this AD, must be repeated at interval not to exceed 5 FH. This interval may be extended to 10 FH, based on oil consumption in accordance with the Accomplishment Instructions, Part B, of PAI SB 80-0287 Revision 1 or Revision 2.</p> <p>(5) Replacement of the Oil Level Dipstick with another one having P/N 3045458-01 does not terminate the repetitive inspection requirements of paragraph (1) of this AD.</p> <p>(6) Inspections already performed before 06 July 2010 [the effective date of this EASA AD at original issue], in accordance with PAI SB 80-0287 at original issue, are considered acceptable for compliance with the requirements of this AD. After 06 July 2010 [the effective date of this AD at original issue], PAI SB 80-0287 Revision 1 or Revision 2 must be used.</p> <p>(7) The requirements of this AD are not applicable to aeroplanes having Oil Level Dipsticks P/N 3075906-01 installed in both engines.</p>
Ref. Publications:	<p>Piaggio Aero Industries SB 80-0287 Revision 1, dated 24 March 2010 and Revision 2, dated 02 November 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>P&WC SB no. 14383, dated 26 February 2010. P&WC SB no. 14452R1, dated 02 August 2011.</p>

Remarks:	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu .4. For any question concerning the technical content of the requirements in this AD, please contact: Piaggio Aero Industries S.p.A - Airworthiness Office. Telephone: +39 010 6481353, Fax: +39 010 6481881; E-mail: airworthiness@piaggioaero.it.
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