


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0066</p> <p>Date: 24 April 2012</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: Piaggio Aero Industries S.p.A.</p>	<p>Type/Model designation(s): P.180 aeroplanes</p>
TCDS Number:	EASA.A.059
Foreign AD:	Not applicable
Supersedure:	None
ATA 27	Flight Controls – Main Wing Outboard Flap External Actuators – Modification
Manufacturer(s):	Piaggio Aero Industries S.p.A.
Applicability:	All P.180 Avanti and Avanti II aeroplanes, all serial numbers (S/N).
Reason:	<p>Failures of the Main Wing Outboard Flap external actuator have been reported by P.180 operators.</p> <p>The investigation revealed that due to jamming of the external bearing, the screwjack drive gear disengaged from its seat and the external actuator stopped, while the inner one continued its run.</p> <p>This condition, if not corrected, could lead to an asymmetrical flap actuators operation and cause an interference between the flap and adjacent aileron, possibly resulting in reduced control of the aeroplane.</p> <p>For the reasons described above, this AD requires the installation of a covering cage on the screwjack, as a temporary corrective action, which does not allow the disengagement of the affected gear.</p> <p>This AD is considered to be an interim action and further actions may follow.</p>
Effective Date:	08 May 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Aeroplanes with S/N 1002 and 1004 up to 1135 inclusive: within the compliance time shown in Table 1 of this AD, install covering cages on both left and right wing outboard flap external screwjacks in accordance with the Accomplishment Instructions of Piaggio Aero Industries S.p.A. (PAI) Service Bulletin (SB) No. 80-0318 revision 2:</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="571 443 1425 815"> <thead> <tr> <th data-bbox="571 443 869 611">Total flight hours (FH) accumulated at the effective date of this AD since the aeroplane first flight</th> <th data-bbox="869 443 1425 611">Compliance time (whichever occurs first after the effective date of this AD)</th> </tr> </thead> <tbody> <tr> <td data-bbox="571 611 869 658">Less than 1 500 FH</td> <td data-bbox="869 611 1425 658">Within 1 500 FH or 12 months</td> </tr> <tr> <td data-bbox="571 658 869 768">1 500 FH or more but less than 2 800 FH</td> <td data-bbox="869 658 1425 768">Upon or before accumulation of 3 000 FH since the first flight of the aeroplane or within 12 months</td> </tr> <tr> <td data-bbox="571 768 869 815">2 800 FH or more</td> <td data-bbox="869 768 1425 815">Within 200 FH or 12 months</td> </tr> </tbody> </table> <p>(2) Aeroplanes with S/N 1136 and subsequent: within 1 500 FH or 12 months after the effective date of this AD, whichever occurs first, install covering cages on both left and right wing outboard flap external screwjacks in accordance with the Accomplishment Instructions of PAI SB No. 80-0318 revision 2.</p> <p>(3) Accomplishment of PAI SB No. 80-0318 at original issue or revision 1, before the effective date of this AD, constitutes an acceptable method of compliance with the requirements of this AD. After the effective date of this AD, PAI SB No. 80-0318 revision 2 must be used.</p>	Total flight hours (FH) accumulated at the effective date of this AD since the aeroplane first flight	Compliance time (whichever occurs first after the effective date of this AD)	Less than 1 500 FH	Within 1 500 FH or 12 months	1 500 FH or more but less than 2 800 FH	Upon or before accumulation of 3 000 FH since the first flight of the aeroplane or within 12 months	2 800 FH or more	Within 200 FH or 12 months
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<p>Ref. Publications:</p>	<p>PAI SB No. 80-0318 original issue, dated 24 October 2011</p> <p>PAI SB No. 80-0318 revision 1, dated 03 February 2012</p> <p>PAI SB No. 80-0318 revision 2, dated 28 March 2012</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>								
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 08 March 2012 as PAD 12-020 for consultation until 05 April 2012. No comments were received during the consultation period. 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 PAD, please contact: Piaggio Aero Industries S.p.A - Airworthiness Office Via Luigi Cibrario, 4 – 16154 Genova – Italy Telephone: +39010 6481353 ; Fax: +39 010 6481881 E-mail: airworthiness@piaggioaero.it. 								