


EASA	AIRWORTHINESS DIRECTIVE CANCELLATION NOTICE	
	<p>AD No.: 2012-0095-CN</p> <p>Date: 31 May 2012</p> <p>Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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>	
Design Approval Holder's Name :		Type/Model designation(s) :
Piaggio Aero Industries S.p.A.		P.180 aeroplanes
TCDS Number:	EASA.A.059	
Foreign AD:	Not applicable	
Cancellation:	This AD cancels ENAC PA 1999-219 dated 03 May 1999.	
ATA 32		Brakes – Copilot / Pilot Brake Rods – Inspection
Manufacturer(s):	Piaggio Aero Industries S.p.A. (PAI)	
Applicability:	P.180 Avanti and Avanti II aeroplanes, all serial numbers	
Reason:	<p>After a 1999 training session during which conflicting inputs were given to the brake pads between pilot and copilot, a brake system rod was found deflected. The rod, in this bent condition, could possibly wear and damage the tubings connected to the brake valves, with consequent fluid leakage.</p> <p>Prompted by these findings, PAI issued Service Bulletin (SB) 80-0107, providing instructions for repetitive inspections of the affected rods and tubings. As this was considered to be a potentially unsafe condition, Registro Aeronautico Italiano (RAI), the predecessor of ENAC (Ente Nazionale per l'Aviazione Civile), issued Prescrizione di Aeronavigabilità (PA) No. 1999-219, which required the repetitive inspections as detailed in PAI SB 80-0107 and, depending on findings, replacement of rod or tubing.</p> <p>Since that AD was issued, the repetitive inspections of SB 80-0107 have been included as regular tasks into the maintenance schedule of both Avanti and Avanti II aeroplanes. In addition, no other cases of brake system bent rods have been reported, nor have any rods been replaced for damage in the P.180 fleet since that occurrence. Based on the available information, this is no longer considered to be an unsafe condition. Prompted by this determination, PAI issued Revision ZZ of SB 80-0107, which cancels the original SB 80-0107.</p> <p>For the reasons described above, this Notice is issued to cancel ENAC PA no. 1999-219 dated 03 May 1999.</p>	
Effective Date:	31 May 2012	

Required Action(s) and Compliance Time(s):	None.
Ref. Publications:	PAI SB No. 80-0107 Revision ZZ dated 19 March 2012.
Remarks:	<ol style="list-style-type: none">1. This AD-CN was posted on 30 April 2012 as PAD 12-037-CN for consultation until 28 May 2012. No comments were received during the consultation period.2. Enquiries regarding this AD Cancellation Notice should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.3. For any question concerning the technical content of the requirements in this PAD-CN, 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.