


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE CANCELLATION NOTICE</b>	
	<p><b>AD No.: 2013-0085-CN</b></p> <p><b>Date: 08 April 2013</b></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>	
<b>Design Approval Holder's Name:</b> PIAGGIO AERO INDUSTRIES S.p.A.		<b>Type/Model designation(s):</b> P.180 aeroplanes
TCDS Number:	EASA.A.059	
Foreign AD:	Not applicable	
Cancellation:	This Notice cancels ENAC PA 98-208 dated 09 June 1998.	
<b>ATA 54</b>	<b>CANCELLED: Nacelles – Inner Panels – Inspection</b>	
Manufacturer(s):	Piaggio Aero Industries S.p.A. (PAI).	
Applicability:	P.180 Avanti and Avanti II aeroplanes, all serial numbers.	
Reason:	<p>During scheduled maintenance, the inner protective film of the composite nacelles panels was found partially detached on some Piaggio P.180 aeroplanes.</p> <p>In 1998, PAI issued Service Bulletin (SB) 80-0101, to provide instructions to inspect the nacelle inner panels for loose film parts, and depending on findings, to cut them away. The instructions of SB 80-0101 were considered to be applicable to all aeroplanes, even newly manufactured, since the detachment was expected to occur after accumulation of some flight time after manufacturing.</p> <p>As this condition was considered to be a potentially unsafe condition, Registro Aeronautico Italiano (RAI), the predecessor of Ente Nazionale per l'Aviazione Civile (ENAC), issued Prescrizione di Aeronavigabilità (PA) No. 98-208, which required the inspections and corrective actions as specified in PAI SB 80-0101.</p> <p>Since 2000, all P.180 aeroplane nacelles have been manufactured by a different supplier, and no new occurrences of film detachment have been reported on earlier manufactured aeroplanes. Consequently, nacelle inner panel protective film detachment is no longer considered as probable.</p> <p>Prompted by this determination, PAI issued Revision ZZ of SB 80-0101, which cancelled the previous revision of this SB.</p> <p>For the reasons described above, this Notice cancels ENAC PA No. 98-208</p>	

	dated 09 June 1998.
Effective Date:	08 April 2013
Required Action(s) and Compliance Time(s):	Not applicable
Ref. Publications:	PAI SB No. 80-0101 Revision ZZ, dated 19 February 2013.
Remarks:	<ol style="list-style-type: none"> <li>1. This AD-CN was posted on 07 March 2013 as PAD 13-042-CN for consultation until 04 April 2013. No comments were received during the consultation period.</li> <li>2. Enquiries regarding this AD-CN should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of 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: <a href="mailto:airworthiness@piaggioaero.it">airworthiness@piaggioaero.it</a>.</li> </ol>