


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2013-0242R1</b></p> <p><b>Date: 09 October 2013</b></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 EU 748/2012, Part 21.A.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><b>Design Approval Holder's Name:</b> Piaggio Aero Industries S.p.A.</p>	<p><b>Type/Model designation(s):</b> P.180 aeroplanes</p>	
<p>TCDS Number: EASA.A.059</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2013-0242 dated 02 October 2013, which superseded EASA AD 2009-0129 dated 19 June 2009.</p>		
<b>ATA 32</b>	<b>Landing Gears – Steering / Steering Manifold – Functional Check / Modification</b>	
<p>Manufacturer(s): Piaggio Aero Industries S.p.A. (PAI)</p>		
<p>Applicability: P.180 Avanti and Avanti II aeroplanes, manufacturer serial numbers 1004 through 1218 inclusive.</p>		
<p>Reason:</p>	<p>Cases of un-commanded operation of switched off nose-wheel steering system were reported. Internal leakage of a Steering Select/Bypass Valve, installed in the nose landing gear (NLG) Steering Manifold, was identified as a failure cause.</p> <p>This condition, if not detected and corrected, could lead to loss of directional control on ground during take-off or landing, possibly resulting in a runway excursion.</p> <p>To address this unsafe condition, EASA issued AD 2009-0129 to require repetitive functional checks of the Steering Manifold to verify internal leakage proofness and accomplishment of the functional check upon installation of a replacement Steering Manifold on an aeroplane.</p> <p>Since that AD was issued, PAI issued Service Bulletin (SB) 80-0249 at revision 3, providing improved testing procedures.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2009-0129, which is superseded, but requires accomplishment of the functional checks in accordance with the improved procedures and additionally, before release to service of an aeroplane after installation of a replacement NLG. This AD also introduces an optional modification, which constitutes terminating action for the repetitive functional checks required by this AD.</p>	

	This AD is revised to introduce a relieving compliance time for aeroplanes earlier inspected in accordance with EASA AD 2009-0129.						
Effective Date:	16 October 2013						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Initially, within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 165 FH, accomplish a functional check of the NLG Steering Manifold in accordance with the Accomplishment Instructions, Part A2 of PAI SB 80-0249 revision 3.</p> <p style="text-align: center;">Table 1 Compliance time</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Whichever occurs first, <b>A</b> or <b>B</b></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><b>A</b></td> <td>Within 165 flight hours (FH) or 6 months, whichever occurs first after the effective date of this AD.</td> </tr> <tr> <td style="text-align: center;"><b>B</b></td> <td>Within 165 FH after the last NLG Steering Manifold functional check as previously required by EASA AD 2009-0129.</td> </tr> </tbody> </table> <p>(2) Within 220 FH or 6 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 660 FH or 12 months, whichever occurs first, accomplish a functional check of the NLG Steering Manifold in accordance with Accomplishment Instructions, Part A1 of PAI SB 80-0249 revision 3.</p> <p>NOTE: Accomplishment of the NLG Steering Manifold functional checks as required by paragraph (2) of this AD re-sets the compliance time count for functional checks as required by paragraph (1) of this AD.</p> <p>(3) If, during any functional check as required by paragraph (1) or (2) of this AD, as applicable, any NLG Steering Actuator movement discrepancy, as defined in PAI SB 80-0249 revision 3, is detected, before next flight, replace the NLG Steering Manifold with a serviceable part in accordance with approved maintenance instructions.</p> <p>(4) From the effective date of this AD, installation of a replacement NLG Steering Manifold or a replacement NLG on an aeroplane is allowed, provided that, before release to service of the aeroplane, the NLG Steering Manifold passes a functional check in accordance with the Accomplishment Instructions, Part A1 of PAI SB 80-0249, revision 3.</p> <p>(5) Modification of an aeroplane in accordance with the instructions of PAI SB 80-0285, or PAI SB 80-0286, as applicable to aeroplane model, constitutes terminating action for the repetitive functional checks as required by this AD for that aeroplane.</p>	Whichever occurs first, <b>A</b> or <b>B</b>		<b>A</b>	Within 165 flight hours (FH) or 6 months, whichever occurs first after the effective date of this AD.	<b>B</b>	Within 165 FH after the last NLG Steering Manifold functional check as previously required by EASA AD 2009-0129.
Whichever occurs first, <b>A</b> or <b>B</b>							
<b>A</b>	Within 165 flight hours (FH) or 6 months, whichever occurs first after the effective date of this AD.						
<b>B</b>	Within 165 FH after the last NLG Steering Manifold functional check as previously required by EASA AD 2009-0129.						
Ref. Publications:	<p>PAI SB 80-0249 revision 3, dated 22 July 2013,  PAI SB 80-0285 original issue, dated 30 September 2013,  PAI SB 80-0286 original issue, dated 12 February 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
Remarks:	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. The original issue of this AD was posted on 27 August 2013 as PAD 13-128 for consultation until 24 September 2013. No comments were received during the consultation period.</p>						

	<p>3. Enquiries regarding this AD 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>.</p> <p>4. For any question concerning the technical content of the requirements in this AD, 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>.</p>
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