



Airworthiness Directive

AD No.: 2017-0229

Issued: 21 November 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

PIAGGIO AERO INDUSTRIES S.p.A.

Type/Model designation(s):

P.180 Avanti II aeroplanes

Effective Date: 05 December 2017

TCDS Number(s): EASA.A.059

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Nose Landing Gear Steering Manifold – Leak Test ATA – Aircraft Flight Manual – Amendment

Manufacturer(s):

Piaggio Aero Industries S.p.A. (PAI)

Applicability:

Piaggio P.180 Avanti II aeroplanes, all configurations, all manufacturer serial numbers (MSN).

Reason:

An occurrence was reported of finding insufficient sealing of a Steering Select / Bypass Valve installed in the nose landing gear (NLG) Steering Manifold of a P.180 aeroplane.

This condition, if not detected and corrected, could lead to uncommanded deflection of the NLG wheel, possibly resulting in reduced control of the aeroplane on the ground, with consequent damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, PAI issued Service Bulletin (SB) 80-0325 to provide inspection and rectification instructions.

For the reason described above, this AD requires a leak test of the NLG Steering Manifold and, depending on finding(s), accomplishment of applicable corrective action(s). This AD also requires amendment of the applicable Aircraft Flight Manual (AFM).



Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Note 1: Group 1 aeroplanes are those that have an NLG Steering Manifold P/N 72608 installed. These are known to include MSN 1002, 3001, 3003, 3004, 3006, 3007 and 3008, and all those that have applied PAI SB 80-0425 or SB 80-0454. Group 2 aeroplanes are those that do not have an NLG Steering Manifold P/N 72608 installed.

Inspection(s):

- (1) For Group 1 aeroplanes (see Note 1 of this AD): Within 50 flight hours (FH) after the effective date of this AD or at the next scheduled NLG inspection, whichever occurs first, accomplish a leak test of the NLG Steering Manifold in accordance with the instructions of Piaggio SB 80-0325.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in Piaggio SB 80-0325, before next flight, replace the NLG Steering Manifold with a serviceable part in accordance with the instructions of Piaggio SB 80-0325.

Parts Installation:

- (3) For Group 1 and Group 2 aeroplanes (see Note 1 of this AD): From the effective date of this AD, it is allowed to install an NLG Steering Manifold P/N 72608 on an aeroplane, provided that, before next flight after installation, that NLG Steering Manifold passes a leak test in accordance with the instructions of Piaggio SB 80-0325.

AFM Amendment:

- (4) For Group 1 and Group 2 aeroplanes: Within 30 days after the effective date of this AD, amend the applicable P.180 Avanti II AFM by inserting a copy of P.180 Avanti II AFM Temporary Change No 89, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (5) Amending the applicable P.180 Avanti II AFM of an aeroplane to incorporate a later P.180 Avanti II AFM revision, which includes P.180 Avanti II AFM Temporary Change No 89, is acceptable to comply with the requirements of paragraph (4) of this AD for that aeroplane.

Ref. Publications:

Piaggio SB 80-0325 original issue dated 10 August 2017.

Piaggio SB 80-0425 original issue dated 30 May 2017.

Piaggio SB 80-0454 original issue dated 06 March 2017.

P.180 Avanti II AFM Temporary Change No 89 original issue dated 30 August 2017.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.



Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 20 October 2017 as PAD 17-149 for consultation until 17 November 2017. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. 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, Via Pionieri e Aviatori d'Italia snc - 16154 Genova, Italy, Telephone: +39 010 0998046
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