


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0071</b></p> <p><b>Date: 30 April 2015</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 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 [EU 1321/2014 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 Avanti aeroplanes</p>	
<p>TCDS Number: EASA.A.059</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: This AD supersedes EASA AD 2010-0146 dated 22 July 2010.</p>		
<b>ATA 53</b>	<b>Fuselage – Forward Pressurized Bulkhead – Inspection / Reinforcement / Modification</b>	
<p>Manufacturer(s):</p>	<p>Piaggio Aero Industries S.p.A (PAI)</p>	
<p>Applicability:</p>	<p>Piaggio Aero Industries P.180 Avanti aeroplanes, manufacturer serial numbers (S/N) 1004 through 1033 inclusive.</p>	
<p>Reason:</p>	<p>In 1997, Piaggio Aero Industries S.p.A (PAI) developed a modification of the forward pressurized bulkhead, published through PAI Service Bulletin (SB) 80-0081, aiming to restore the safe fatigue life of the bulkhead structure.</p> <p>Consequently, ENAC Italy (formerly RAI) issued Prescrizione di Aeronavigabilita (PA) 97-148 to require compliance with this SB.</p> <p>After RAI PA 97-148 was issued, PAI issued SB 80-0081 Revision 2 to provide improved instructions for specific serial numbers. Prompted by this development, EASA issued AD 2010-0146 superseding PA 97-148 and requiring accomplishment of instruction of PAI issued SB 80-0081 Revision 2.</p> <p>After that AD was issued, PAI issued SB 80-0081 Revision 3 to make the instructions for inspection (and, depending on findings, rework/reinforcement) applicable to all aeroplanes.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2010-0146, which is superseded, requires inspection and, depending on findings, reinforcement of the pressurized bulkhead structure on extended population of aeroplanes. This AD also specifies that certain aeroplanes modified in accordance with SB 80-0081 up to Revision 2 need to be inspected and, depending on findings, reinforced as required by this AD.</p>	

Effective Date:	14 May 2015						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>(1) Within the compliance time as defined in Table 1 of this AD, depending on aeroplane S/N, inspect (visually or using a standard Endoscope Equipment) the forward pressurized bulkhead to verify presence of bulkhead reinforcement in accordance with Part A1 of the Accomplishment Instructions of PAI SB 80-0081 Revision 3.</p> <p style="text-align: center;">Table 1 – Inspection</p> <table border="1" data-bbox="550 510 1433 954"> <thead> <tr> <th data-bbox="550 510 815 562">Aeroplane S/N</th> <th data-bbox="815 510 1433 562">Compliance Time</th> </tr> </thead> <tbody> <tr> <td data-bbox="550 562 815 696">1004, 1015 and 1017</td> <td data-bbox="815 562 1433 696">Within 1 500 FH after 15 July 1997 [the effective date of ENAC PA 97-148], or before exceeding 6 000 FH since aeroplane first flight, whichever occurs first</td> </tr> <tr> <td data-bbox="550 696 815 954">1005 through 1014 inclusive, 1016, and 1018 through 1033 inclusive</td> <td data-bbox="815 696 1433 954"> <p style="text-align: center;">(whichever occurs later, <b>A</b> or <b>B</b>)</p> <p><b>A:</b> Within 1 500 FH after the effective date of this AD, or before exceeding 6 000 FH since aeroplane first flight, whichever occurs first;</p> <p style="text-align: center;">or</p> <p><b>B:</b> Within 200 FH or 6 months, whichever occurs first after the effective date of this AD</p> </td> </tr> </tbody> </table> <p>(2) If, during the inspection as required by paragraph (1) of this AD, it is determined that no bulkhead reinforcement is installed, within the compliance time as defined in Table 1 of this AD, as applicable, or for aeroplanes, which on the effective date of this AD accumulated equal to or more than 6 000 FH since aeroplane first flight, within 200 FH after accomplishment of the inspection, as required by paragraph (1) of this AD, reinforce the forward pressurized bulkhead in accordance with Part A2 of the Accomplishment Instructions of PAI SB 80-0081 Revision 3.</p> <p>(3) Before exceeding 6 000 FH since aeroplane first flight, modify the forward pressurized bulkhead in accordance with Part C of the Accomplishment Instructions of PAI SB 80-0081 Revision 3.</p> <p>(4) Inspection (Part A1 of the SB), reinforcement (Part A2 of the SB) and modification (Part C of the SB) of an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of PAI SB 80-0081 original issue, Revision 1 or Revision 2, is acceptable to comply with the requirements of this AD for that aeroplane.</p> <p>(5) For aeroplanes with S/N 1006 through 1033 (excluding S/N 1015 and 1017): Modification of an aeroplane in accordance with Part C of PAI SB 80-0081 original issue, Revision 1 or Revision 2 does not constitute compliance with the requirements of paragraphs (1) and (2) of this AD.</p>	Aeroplane S/N	Compliance Time	1004, 1015 and 1017	Within 1 500 FH after 15 July 1997 [the effective date of ENAC PA 97-148], or before exceeding 6 000 FH since aeroplane first flight, whichever occurs first	1005 through 1014 inclusive, 1016, and 1018 through 1033 inclusive	<p style="text-align: center;">(whichever occurs later, <b>A</b> or <b>B</b>)</p> <p><b>A:</b> Within 1 500 FH after the effective date of this AD, or before exceeding 6 000 FH since aeroplane first flight, whichever occurs first;</p> <p style="text-align: center;">or</p> <p><b>B:</b> Within 200 FH or 6 months, whichever occurs first after the effective date of this AD</p>
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Ref. Publications:	<p>Piaggio Aero Industries SB 80-0081, original issue dated 28 April 1997, or Revision 1 dated 11 May 2010, or Revision 2 dated 19 July 2010, or Revision 3, dated 20 January 2015.</p> <p>The use of later approved revisions of this document 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. This AD was posted on 31 March 2015 as PAD 15-030 for consultation until 28 April 2015. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</p>						

	<p>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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 Viale Generale Disegna, 1 – 17038 Villanova d’Albenga (SV) – Italy E-mail: <a href="mailto:airworthiness@piaggioaerospace.it">airworthiness@piaggioaerospace.it</a></p>
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