



Airworthiness Directive

AD No.: 2026-0054

Issued: 13 March 2026

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

ISSOIRE AVIATION

Type/Model designation(s):

APM aeroplanes

Effective Date: 27 March 2026

TCDS Number(s): EASA.A.306 and EASA.A.567

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Flap Lever Assembly – Modification

Manufacturer(s):

Issoire Aviation

Applicability:

APM 20, APM 30, APM 40 and APM 41 aeroplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Issoire Aviation Mandatory Service Bulletin (SB) No. 65.

Groups: Group 1 aeroplanes are APM 20 and APM 30 aeroplanes, all serial numbers up to 42 (inclusive) and APM 40 and APM 41 aeroplanes, serial numbers 1, 3, 4 and 5.
Group 2 aeroplanes are those that are not Group 1.

Reason:

Occurrences were reported of flap lever screws being exposed to unusual fatigue loads. Subsequent investigation identified an incorrect installation as root cause.

This condition, if not corrected, could lead to disconnection of the flap lever, possibly resulting in reduced control of the aeroplane.



To address this potential unsafe condition, Issoire Aviation issued the SB, to provide modification instructions.

For the reason described above, this AD requires modification of the flap lever assembly on both left-hand (LH) and right-hand (RH) sides.

This AD also regulates the installation of flap lever assemblies.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Modification:

- (1) For Group 1 aeroplanes: Within 50 flights hours or 90 days, whichever occurs first after the effective date of this AD, modify each flap lever assembly in accordance with the instructions of the SB.

Part(s) Installation:

- (2) For Group 1 aeroplanes: After the modification as required by paragraph (1) of this AD, it is allowed to install on any aeroplane a flap lever, provided that it was modified and is installed in accordance with the instructions of the SB (see Note 1 and Note 2 of this AD).

Note 1: Removal of a flap lever from an aeroplane and subsequent reinstallation of that flap lever at the same location of the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (2) of this AD.

Note 2: The SB provides instructions to install the flap lever with flap lever screw having reference L22138 060 048 BCL. The use of flap lever screw having reference CHC M6x50 ISO 4762 is no longer allowed.

- (3) For Group 2 aeroplanes: From the effective date of this AD, do not install any flap lever having reference RC5373INT (Rev A) and do not use any flap lever screw having reference CHC M6x50 ISO 4762 to install a flap lever on any aeroplane.

Ref. Publications:

Issoire Aviation SB No. 65 original issue dated 12 March 2026.

The use of later approved revisions of the above-mentioned document 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.



All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 10 April 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Issoire Aviation, Aerodrome Issoire / Le Broc, 63500 Issoire, France; E-mail: iav@issoire-aviation.fr.

