



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 17-149**

**Issued: 20 October 2017**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated..

**Design Approval Holder's Name:**

PIAGGIO AERO INDUSTRIES S.p.A.

**Type/Model designation(s):**

P.180 Avanti II aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**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. This Proposed AD will be closed for consultation on 17 November 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of the requirements in this PAD, please contact: Piaggio Aero Industries S.p.A. – Airworthiness Office, Via Pionieri e Aviatori d'Italia snc - 16154 Genova, Italy, Telephone: +39 010 0998046  
E-mail: [airworthiness@piaggioaerospace.it](mailto:airworthiness@piaggioaerospace.it).

