



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-150

Issued: 11 December 2024

Note: This Proposed Airworthiness Directive (PAD) 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.

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 AVIATION S.p.A.

Type/Model designation(s):

P.180 aeroplanes

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

TCDS Number(s): EASA.A.059

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Flap Transmission Shafts – Inspection

Manufacturer(s):

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

Applicability:

P.180 Avanti and Avanti II aeroplanes, manufacturer serial numbers 1002, 1004 through 3016 (inclusive) and 3018.

Definitions:

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

The SB: PAI Service Bulletin (SB) 80-0498.

Reason:

An occurrence was reported where, during scheduled maintenance of an aeroplane, chafing has been detected on flap transmission shafts.

Subsequent investigation identified a limited clearance between the flap transmission shafts 1 and 7 and the wing rib at wing station 440 and between the flap transmission shaft 7 and the cabin door seal inflation system pneumatic pipe P/N 80-0207493-401.



This condition, if not detected and corrected, could affect the integrity of the flap transmission, possibly leading to reduced control of the aeroplane.

To address this potential unsafe condition, PAI issued the SB, as defined in this AD, providing instructions for inspections and corrective actions.

For the reason described above, this AD requires a one-time inspection of the flap transmission shafts and, depending on findings, accomplishment of corrective actions.

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:

Inspections:

- (1) Within 220 flight hours after the effective date of this AD, accomplish the inspections and the clearance checks as described in, and in accordance with the instructions of, steps 2.B.(10) and 2.B.(11) of the SB.

Corrective Action(s):

- (2) If, during any inspection and/or clearance check, as required by paragraph (1) of this AD, any discrepancies, as identified in section 2.B – PART A of the SB, are detected, within the compliance time(s) as defined in the SB, accomplish the applicable corrective action(s) in accordance with the instructions of the SB (see Notes 1 and 2 of this AD).

Differences between the Requirements of this AD and the Instruction of the SB:

- (3) If, during the accomplishment of any clearance check in accordance with the instructions of steps (21), (41) and/or (42) of the SB, as applicable, any discrepancy is detected, this AD requires to accomplish the actions as specified in paragraph (3.1) of this AD:

- (3.1) Before next flight, contact PAI for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Note 1: Reporting of discrepancies, as defined in step 2.B.(13) of the SB, is not required by this AD.

Note 2: Accomplishment of the following instructions of the SB is not required by this AD; consequently, it is not necessary that accomplishment of these actions is recorded for demonstration of AD compliance:

- Step (14) Case 1 (b): *“No further action is required and aircraft can continue safe flight. Following inspections will be performed in accordance with the aircraft standard inspection program”.*
- Step (14) Case 1 (d): *“Following inspections will be performed in accordance with the aircraft standard inspection program”.*
- Step (14) Case 2 (d): *“Post-rework inspections will be performed in accordance with the aircraft standard inspection program”.*
- Step (14) Case 3 (d): *“Post-rework inspections will be performed in accordance with the aircraft standard inspection program”.*



- Step (14) Case 4 (d): *“Post-rework inspections will be performed in accordance with the aircraft standard inspection program”*.

Ref. Publications:

PAI SB 80-0498 original issue dated 02 August 2024.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 08 January 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Piaggio Aero Industries, P180 Customer Support, Via Pionieri e Aviatori d'Italia 2, 16154 Genoa, Italy; E-mail: technicalsupport@piaggioaerospace.it, or Telephone: + 39 331 679 7493.

