



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-030

Issued: 05 February 2025

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 55 – Stabilizers – Vertical Stabilizer – Inspection

Manufacturer(s):

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

Applicability:

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

Definitions:

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

The SB: PAI Service Bulletin (SB) 80-0493.

Applicable repetitive inspections: Visual and non-destructive testing (NDT) inspections identified in section 2.B – PART A of the SB as items (i) to (vii) inclusive, as applicable, depending on aeroplane configuration.

Applicable one-time inspections: NDT inspections identified in section 2.B – PART A of the SB as items (viii) and (ix), as applicable, depending on aeroplane configuration.



Reason:

Occurrences of corrosion and cracks affecting the vertical stabilizer were reported on P.180 aeroplanes.

This condition, if not detected and corrected, could affect the integrity of the vertical stabilizer and/or the rudder, 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 several visual and NDT inspections, and applicable corrective actions. In addition, the SB provides instructions for modifications which constitute terminating action for some of those inspections.

For the reason described above, this AD requires repetitive and one-time inspections of the vertical stabilizer and, depending on findings, accomplishment of corrective actions. This AD also includes references to certain optional terminating 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:

Repetitive Inspections:

- (1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not exceeding 660 flight hours (FH) or 26 months, whichever occurs first, accomplish the applicable repetitive inspections, as defined in this AD, in accordance with the instructions of section 2.B – PART A of the SB.

Table 1 – Compliance Time

Aeroplane MSN	Compliance Time (whichever occurs first after the effective date of this AD)
All MSN, except MSN 3018	Within 220 FH or 13 months
MSN 3018	Within 660 FH or 26 months

One-time Inspection:

- (2) Within the compliance time as identified in Table 1 of this AD, as applicable, accomplish the applicable one-time inspections, as defined in this AD, in accordance with the instructions of section 2.B – PART A of the SB.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy, as identified in section 2.B – PART B of the SB, is detected, before next flight, accomplish the applicable corrective action(s), including post-repair inspections, in accordance with the instructions of section 2.B – PART B of the SB (see Notes 1 and 2 of this AD).



Terminating Action(s):

- (4) Accomplishment on an aeroplane of the action(s) identified in the SB as “terminating action” for a certain inspection constitutes terminating action for the repetitive accomplishment of that inspection, as required by paragraph (1) of this AD for that aeroplane.

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

- (5) Where step (49) of the SB provides instructions to “Contact Piaggio Aerospace to obtain an approved Repair Design Approval Sheet (RDAS) and accomplish that repair accordingly, including post-repair follow-on action(s), as applicable”, this AD requires to accomplish the actions as specified in paragraph (5.1) of this AD:

- (5.1) Before next flight, contact PAI for approved repair instructions (RDAS) and, within the compliance time specified therein, accomplish those instructions accordingly, including post-repair follow-on action(s), as applicable.

Note 1: Reporting of discrepancies, as referenced in steps (17), (20), (24), (28), (33), (38), (41), (44), (47) and (48) and in Note 21 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:

- “Subsequent inspections are in accordance with the AMM inspection program chap. 05-20-00”, as referenced in step (49) and in Notes 10, 11, 12a, 13, 14, 15, 16, 17 and 18 of the SB.

Ref. Publications:

PAI SB 80-0493 original issue dated 21 November 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 05 March 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.

