


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2009-0161</b></p> <p><b>Date: 20 July 2009</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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 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>Type Approval Holder's Name :</b></p> <p>Issoire Aviation</p>	<p><b>Type/Model designation(s) :</b></p> <p>APM20 "Lionceau" and APM30 "Lion" aeroplanes</p>	
<p>TCDS Number : EASA A.306</p>		
<p>Foreign AD : Not Applicable</p>		
<p>Supersedure: None</p>		
<b>ATA 32</b>	<b>Landing Gear – Nose Landing Gear Tube – Inspections / Repair</b>	
<p>Manufacturer(s):</p>	<p>Issoire Aviation</p>	
<p>Applicability:</p>	<p>Model APM20 "Lionceau" and APM30 "Lion" aeroplanes, all serial numbers.</p>	
<p>Reason:</p>	<p>An APM20 aeroplane experienced during the takeoff rotation the rupture of its nose landing gear tube.</p> <p>While the cause of the rupture has not been identified yet and to prevent structural failure of the NLG assembly, which could result in possible loss of control of the aeroplane during takeoff or landing runs, this Airworthiness Directive (AD), as a temporary measure, mandates inspections of the Nose Landing Gear (NLG) tube for signs of cracks or incipient cracks and the report of all inspection results, negative or positive, to Issoire Aviation.</p>	
<p>Effective Date:</p>	<p>03 August 2009</p>	
<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) <u>For aeroplanes which have accumulated 100 Total Flight Hours (FH) or more at the effective date of this AD:</u></p> <p>(1.1) Within 6 months or at the next scheduled 50-hour maintenance check, whichever occurs first after the effective date of this AD, inspect the NLG leg assembly as instructed in paragraph 7 of Issoire Aviation Service Bulletin (SB) No.51 revision A and report all inspection results,</p>	

	<p>negative or positive to Issoire Aviation.</p> <p>(a) If no damage is found, rework the NLG leg assembly in accordance with paragraph 7.3 of Issoire Aviation SB No.51 revision A.</p> <p>(b) If any damage is found, before further flight, replace the NLG leg assembly.</p> <p>(2) <u>For aeroplanes which have accumulated less than 100 Total FH at the effective date of this AD:</u></p> <p>(2.1) At the first scheduled 50-hour maintenance check or upon accumulation of 100 Total FH, as applicable, inspect the NLG leg assembly as instructed in paragraph 7 of Issoire Aviation SB No.51 revision A and report all inspection results, negative or positive to Issoire Aviation.</p> <p>(a) If no damage is found, rework the NLG leg assembly in accordance with paragraph 7.3 of Issoire Aviation SB No.51 revision A.</p> <p>(b) If any damage is found, before further flight, replace the NLG leg assembly.</p> <p>(3) Within 90 days after accomplishment of paragraph (1) or (2) of this AD, as applicable, amend the approved aircraft maintenance programme to incorporate, in the 2000-hour / 6 year scheduled maintenance check, the inspection of the NLG leg assembly as instructed in Issoire Aviation SB No.51 revision A.</p> <p>(4) From the effective date of this AD, before further flight after any rough landing (i.e. bouncing during touchdown, wheelbarrowing or hard landing), inspect the NLG leg assembly as instructed in paragraph 7 of Issoire Aviation SB No.51 revision A.</p> <p>(5) Inspections and rework done before the effective date of this AD in accordance with the initial issue of Issoire Aviation Service Bulletin No.51 satisfy the inspection and rework requirements of paragraphs (1) and (2) of this AD.</p>
Ref. Publications:	<p>Issoire Aviation Service Bulletin No. 51, initial issue and revision A, dated respectively 15 and 29 May 2009.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 03 June 2009 as PAD 09-079 for consultation until 01 July 2009. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail : <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: <p style="text-align: center;"> ISSOIRE AVIATION  BP1  63501 Issoire Cedex  France  Tel : + 33 (0)4 73 89 01 54 - Fax : + 33 (0)4 73 89 54 59  <a href="http://www.issoire-aviation.com">www.issoire-aviation.com</a> </p> </li> </ol>