


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0106</b></p> <p><b>Date: 07 June 2010</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 AD applies, except in accordance with the requirements of that AD, 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>APM 20 and APM 30 aeroplanes</p>
TCDS Number :	EASA.A.306
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 32</b>	<b>Landing Gear – Main Landing Gear Leg – Inspection / Replacement</b>
Manufacturer(s):	ISSOIRE AVIATION
Applicability:	APM 20 Lionceau aeroplanes, all serial numbers, and APM 30 Lion aeroplanes, serial number 21.
Reason:	<p>An accident occurred on an APM 20 aeroplane which experienced a loss of one of its Main Landing Gear (MLG) legs during takeoff phase. Investigations have shown that improper maintenance without particular detailed maintenance task could damage the attachment point of the MLG leg.</p> <p>To address this unsafe condition, this AD requires repetitive inspections of the MLG legs and, if necessary, replacement of the MLG leg.</p>
Effective Date:	21 June 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 30 days after the effective date of this AD and thereafter at intervals not to exceed 2 000 Flight Hours (FH) or 72 months, whichever occurs first, perform a detailed inspection of the MLG legs in accordance with paragraph 7 of Issoire Aviation Service Bulletin N° 53.</p> <p>(1.1) If, during the detailed inspection required by paragraph (1) of this AD, the MLG legs are <b>not</b> found damaged, before next flight, make a red mark on each MLG leg in accordance with paragraph (7.4) of</p>

	<p>Issoire Aviation Service Bulletin N° 53.</p> <p>(1.2) If, during the detailed inspection required by paragraph (1) of this AD, one of the MLG legs is found damaged, before next flight, replace the MLG leg by a serviceable part and make a red mark on MLG leg as required by paragraph (1.1) of this AD.</p> <p>(2) At each hard landing or runway excursion after the effective date of this AD, perform a detailed inspection of the MLG legs in accordance with paragraph 7 of Issoire Aviation Service Bulletin N° 53.</p> <p>If, during the detailed inspection required by paragraph (2) of this AD, one of the MLG legs is found damaged, before next flight, replace the MLG leg with a serviceable part and make a red mark on the MLG leg as required by paragraph (1.1) of this AD.</p> <p>(3) Within 100 FH after making the mark as required by paragraph (1) and (2) of this AD and thereafter at intervals not to exceed 100 FH, inspect the MLG leg in accordance with paragraph (8) of Issoire Aviation Service Bulletin N° 53.</p> <p>(3.1) If, during the inspection required by paragraph (3) of this AD, any discrepancy is detected, before next flight, inspect the MLG legs in accordance with paragraph (7) of Issoire Aviation Service Bulletin N° 53.</p> <p>(3.2) If, during the detailed inspection required by paragraph (3.1) of this AD, one of the MLG legs is found damaged, before next flight, replace the MLG leg with a serviceable part and make a red mark on each MLG leg as required by paragraph (1.1) of this AD.</p> <p>(4) Replacement of a MLG leg does not constitute terminating action for the requirements of paragraphs (1), (2) and (3) of this AD.</p> <p>(5) Compliance with the repetitive inspections requirements of paragraphs (1), (2) and (3) of this AD can be demonstrated by:</p> <p>(5.1) Revising as follows the approved aircraft maintenance programme for which the Operator or the Owner ensures the continuing airworthiness of each operated aeroplane:</p> <p>Incorporate the repetitive inspections specified in paragraphs (1), (2) and (3) of this AD,</p> <p>and</p> <p>(5.2) Complying with the approved aircraft maintenance programme described in paragraph (5.1) of this AD.</p>
Ref. Publications:	<p>ISSOIRE AVIATION Service Bulletin No. 53 dated 12 April 2010.</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. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</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:  ISSOIRE AVIATION, BP 1, 63501 Issoire Cedex, FRANCE  Telephone: + 33 4 73 89 01 54, Fax : + 33 4 73 89 54 59,  e-mail <a href="mailto:jav@issoire-aviation.com">jav@issoire-aviation.com</a></li> </ol>