


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0126</b></p> <p><b>Date: 23 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>
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><b>Type Approval Holder's Name :</b></p> <p>Piaggio Aero Industries S.p.A.</p>	<p><b>Type/Model designation(s) :</b></p> <p>P.180 Avanti II aeroplanes</p>
TCDS Number : EASA.A.059	
Foreign AD : Not applicable	
Supersedure : None	
<b>ATA 53</b>	<b>Fuselage – Ceiling Rivets - Replacement</b>
Manufacturer(s):	Piaggio Aero Industries S.p.A.
Applicability:	P.180 Avanti II aeroplanes, serial numbers from 1166 up to 1175 inclusive.
Reason:	<p>Due to a manufacturing error, some rivets, required by drawings, were not installed in the joints between two ceiling beams and the rear pressurized bulkhead.</p> <p>If left uncorrected, long term fatigue stress could locally weaken the structure, compromising the fuselage structural integrity.</p> <p>This AD requires the accomplishment of Piaggio Aero Industries (PAI) Service Bulletin (SB) 80-0268 original issue, which contains instructions to rework the affected area, thus restoring the fuselage design strength as well as the fatigue specifications of the structure.</p>
Effective Date:	07 July 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 200 Flight Hours (FH) after the effective date of this AD, replace the rivets of the joint brackets on the right-hand and left-hand beam with "Hi-Lok" fasteners, in accordance with the accomplishment instructions of PAI SB 80-0268 original issue.</p>

Ref. Publications:	<p>Piaggio Aero Industries Service Bulletin 80-0268 original issue.</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 18 May 2010 as PAD 10-049 for consultation until 15 June 2010. 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:  Piaggio Aero Industries S.p.A - Airworthiness Office  Phone: +39 010 6481353 Fax: +39 010 6481881.  E-mail: <a href="mailto:airworthiness@piaggioaero.it">airworthiness@piaggioaero.it</a> .</li> </ol>