


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0226</p> <p>Date: 29 October 2010</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>Type Approval Holder's Name :</p> <p>Piaggio Aero Industries S.p.A.</p>	<p>Type/Model designation(s) :</p> <p>P.180 Avanti and Avanti II aeroplanes P.166 aeroplanes</p>	
<p>TCDS Numbers : EASA.A.059, EASA.A.384</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : ENAC Prescrizione di Aeronavigabilità 93-369 dated 30 December 1993</p>		
ATA 61	Propellers - Blades - Inspection / Repair	
<p>Manufacturer(s):</p>	<p>Piaggio Aero Industries S.p.A.</p>	
<p>Applicability:</p>	<p>Piaggio P.180 Avanti and P.180 Avanti II aeroplanes, all serial numbers; Piaggio P.166 DL3 and P.166 DP1 aeroplanes, all serial numbers.</p>	
<p>Reason:</p>	<p>The propellers of Piaggio P.180 and P.166 aeroplanes are in pusher configuration, therefore propeller blades are exposed to hot exhaust fumes, whose deposits, if not promptly removed, may cause erosion of the paint and corrosion of the blades.</p> <p>In order to minimize the risk, frequent cleaning and periodic inspection of the blades, and proper restoration if needed, are required.</p> <p>ENAC Italy (formerly RAI) issued an AD (PA 93-369) on Piaggio P.180 aeroplanes, requiring the accomplishment of Piaggio Aero Industries (PAI) Service Bulletin (SB) No. SB-80/HZ-0001 rev.2, which in turn referred to Hartzell Propeller Inc. (Hartzell) SB No. 181 for the details. The required actions consisted in cleaning blades daily after the last flight of the day and inspecting them for corrosion or paint erosion periodically.</p> <p>Recently Hartzell issued SB No. HC-SB-61-181A Revision 3 (latest revision of the original SB No. 181), in which compliance times have been changed.</p> <p>This AD, which supersedes ENAC Italy PA 93-369, requires the accomplishment of Hartzell SB No. HC-SB-61-181A Revision 3 by regularly cleaning the blades and performing repetitive inspections for blade corrosion or paint erosion. This AD also requires the accomplishment of the applicable</p>	

	<p>corrective actions, as necessary.</p> <p>This AD also requires operators to report detected cases of corrosion/erosion to the aeroplane and propeller TC Holders in order to let them take further corrective actions, if necessary.</p>
Effective Date:	12 November 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>(1) After the effective date of this AD, within 3 days after any flight, perform blade cleaning in accordance with paragraph 3.A of the Accomplishment Instructions of Hartzell SB No. HC-SB-61-181A Revision 3.</p> <p>(2) Within 150 Flight Hours (FH) or 12 months after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 150 FH or 12 months, whichever occurs first, inspect blades for blade corrosion and paint erosion in accordance with paragraph 3.B of the Accomplishment Instructions of Hartzell SB No. HC-SB-61-181A Revision 3.</p> <p>NOTE 1: a non-cumulative tolerance of 10% may be applied to the Compliance Times specified at paragraph (2) of this AD in order to synchronize the required inspections with other required maintenance tasks for which a noncumulative tolerance is already granted in the Maintenance Manual of the Aeroplane.</p> <p>(3) Paint must be in good condition in the area exposed to exhaust gases and there must be no indications of blade corrosion. Repair and repainting is required if:</p> <ul style="list-style-type: none"> - any of the underlying aluminium blade is exposed; - there are any indications of corrosion, such as pitting or pinpoint "blisters" or "spiders" <p>(4) If light or moderate blade corrosion or paint erosion is found, repair before next flight. Field blade repair and paint restoration must be performed by qualified personnel in accordance with paragraph 3.C of the Accomplishment Instructions of Hartzell SB No. HC-SB-61-181A Revision 3.</p> <p>(5) If severe corrosion is found, repair before next flight. Blade repair and refinish must be performed by an appropriately approved propeller maintenance organization in accordance with paragraph 3.D of the Accomplishment Instructions of Hartzell SB No. HC-SB-61-181A Revision 3.</p> <p>NOTE 2: corrosion is to be considered severe if it covers a large area such that metal removal beyond 0.12 mm (0.005 inch) depth over 19.35 square cm (3.0 square inches) is required, or if there are numerous localized corrosion pits deeper than 0.25 mm (0.010 inch).</p> <p>(6) If any blade corrosion or paint erosion is detected, within 30 days after the accomplishment of the inspection, report it to Piaggio Aero Industries and Hartzell Propeller.</p> <p>NOTE 3: the blade cleaning required at paragraph (1) of this AD may be performed by appropriately trained and authorized flight crew members in accordance with Part 145 provisions.</p>
Ref. Publications:	Hartzell Propeller Service Bulletin No. HC-SB-61-181A Revision 3.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 28 September 2010 as PAD 10-096 for consultation until 26 October 2010. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact:

Piaggio Aero Industries S.p.A - Airworthiness Office
Via Luigi Cibrario,4 – 16154 Genova – Italy
Phone: +39010 6481353 ; Fax: +39 010 6481881
E-mail: airworthiness@piaggioaero.it.

Hartzell Propeller Inc
One Propeller Place
Piqua, OH 45377 - USA
Phone: +1-937-778-4200 ; Fax: +1-937-778-4391
E-mail: techsupport@hartzellprop.com.

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