


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0269-E</p> <p>Date: 22 December 2010</p> <p>Note: This Emergency 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 : Piaggio Aero Industries SpA</p>	<p>Type/Model designation(s) : P.180 aeroplanes</p>	
<p>TCDS Number :</p>	<p>EASA.A.059</p>	
<p>Foreign AD :</p>	<p>Not applicable</p>	
<p>Supersedure :</p>	<p>None</p>	
<p>ATA 53</p>	<p>Fuselage - Fuselage Drain Holes - Inspection / Rework / Functional Test</p>	
<p>Manufacturer(s):</p>	<p>Piaggio Aero Industries SpA</p>	
<p>Applicability:</p>	<p>P.180 Avanti and Avanti II aeroplanes, serial numbers 1001, 1002, 1004, 1006 through 1204, 1206, 1207, 1209, 1210 and 1212.</p>	
<p>Reason:</p>	<p>Prompted by reports of water accumulated in the lower part of the fuselage on a number of Piaggio Model P.180 aeroplanes, which resulted in jamming of the flight controls, on 17 December 2010, the Federal Aviation Administration (FAA), the authority of the State of Registry of the affected aeroplanes, issued Emergency AD 2011-01-51 to require an immediate functional test of the fuselage drain holes and a report of the results to the FAA. That AD was later superseded, on 20 December 2010, by FAA Emergency AD 2011-01-53.</p> <p>This condition, if not detected and corrected, could, when the aeroplane reaches and holds an altitude where the temperature is below the freezing point, cause the flight controls to freeze and jam, possibly resulting in loss of control of the aeroplane.</p> <p>Since these AD actions were taken, Piaggio Aero Industries, the type design approval holder and manufacturer of these aeroplanes, have published Alert Service Bulletin (SB) 80-0324, which describes the same inspection, testing and correction instructions as contained in the FAA Emergency AD.</p> <p>For the reasons described above, this AD requires the inspection and functional testing of the fuselage drain holes, corrective actions depending on findings, and reporting of the findings to Piaggio Aero Industries.</p> <p>This AD is considered to be an interim measure and, depending on the results provided by operators, further AD action may follow.</p>	
<p>Effective Date:</p>	<p>23 December 2010</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next flight after the effective date of this AD, accomplish the inspection and functional testing of the fuselage drain holes and, depending on findings, the associated corrective actions, in accordance with the instructions of Section 2 of Piaggio Aero Industries SB (Alert) No. 80-0324. (2) If the aeroplane is at a location where adequate maintenance staff is not available, a single flight to an appropriate service station is allowed, provided the aeroplane passes the test as described in section 1.E of Piaggio Aero Industries SB (Alert) No. 80-0324. This test may be performed by flight crew. (3) Within 10 days after the inspection and functional test as required by paragraph (1) of this AD, report the results (including no findings) to Piaggio Aero Industries, address details in the Remarks section of this AD.
<p>Ref. Publications:</p>	<p>Piaggio Aero SB (Alert) No. 80-0324 dated 20 December 2010</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 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 questions 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 Telephone: +39010 6481353 ; Fax: +39 010 6481881 E-mail: airworthiness@piaggioaero.it.

Superseded