

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0132 Date: 12 July 2011 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.
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].	
Type Approval Holder's Name : Piaggio Aero Industries S.p.A.	Type/Model designation(s) : P.180 aeroplanes
TCDS Number : EASA.A.059	
Foreign AD : Not applicable	
Supersedure : None	
ATA 52	Doors - Baggage door – Inspection / Modification
Manufacturer(s):	Piaggio Aero Industries S.p.A.
Applicability:	P.180 Avanti and Avanti II aeroplanes, serial numbers 1002 and 1004 up to 1189.
Reason:	One event of in-flight baggage door opening occurred on an in-service aeroplane due to a defective locking mechanism or installation thereof; the BAG DOOR warning light went on properly before the event, but was ignored by the pilot, who misinterpreted it as a false warning. NOTE: false in-service BAG DOOR warnings had occurred on other P.180 aeroplanes, and Piaggio Aero Industries (PAI) had issued Service Bulletin (SB) No. 80-0223 revision 1 to improve the installation of the baggage door warning microswitch and to modify the locking mechanism if necessary. This condition, if not detected and corrected, could lead to in-flight detachment of the door, which could hit and damage the left propeller and/or the vertical or horizontal stabilizer, possibly resulting in loss of control of the aeroplane, or in injuries to persons or damage to property on the ground. This AD requires an inspection of the locking mechanism of the baggage door and its proper adjustment, in accordance with PAI SB No. 80-0289 revision 1; if baggage door lockpins do not reach the correct engagement, or

	false BAG DOOR warnings were reported by flight crew, this AD requires also a modification of the door mechanism in accordance with PAI SB No. 80-0223 revision 1.
Effective Date:	26 July 2011
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) If false in-flight BAG DOOR warning indications have been reported, within 165 Flight Hours (FH) or within 60 days after the effective date of this AD, whichever occurs first: (1.1) Modify the locking mechanism in accordance with the Accomplishment Instructions of PAI SB No. 80-0223 revision 1, and (1.2) Inspect the screws on the locking device installed on the door handle for proper tightness, and do the applicable corrective actions after applying a thread locker, in accordance with Part D of the Accomplishment Instructions of PAI SB No. 80-0289 revision 1; (2) If false in-flight BAG DOOR warning indications have not been reported, within 165 Flight Hours (FH) or within 60 days after the effective date of this AD, whichever occurs first: (2.1) Inspect the baggage door and the baggage door locking mechanism and do the applicable corrective actions in accordance with the Accomplishment Instructions Parts A and B of PAI SB No. 80-0289 revision 1. (2.2) If after the inspection required by paragraph (2.1) of this AD, the baggage door adjustment procedure is not required, or if the baggage door adjustment procedure is required and successful, thereafter inspect the screws on the locking device installed on the door handle for proper tightness, and do the applicable corrective actions after applying a thread locker, in accordance with Part D of the Accomplishment Instructions of PAI SB No. 80-0289 revision 1.; (2.3) If the baggage door adjustment procedure is required and not successful, within 165 Flight Hours (FH) or within 60 days after the date of accomplishment of the inspection required by paragraph (2.1) of this AD, whichever occurs first, modify the locking mechanism as required by paragraph (1.1) of this AD and inspect the screws on the locking device installed on the door handle for proper tightness and do the applicable corrective actions as required by paragraph (1.2) of this AD. (3) Accomplishment of PAI SB No. 80-0289 original issue before the effective date of this AD is acceptable to comply with the requirements of this AD. After the effective date of this AD PAI SB No. 80-0289 revision 1 must be used.
Ref. Publications:	PAI SB No. 80-0223 revision 1 dated 31 July 2009; PAI SB No. 80-0289 original issue dated 11 November 2010 and revision 1 dated 11 January 2011. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 08 February 2011 as PAD 11-016 for consultation until 08 March 2011. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 Telephone: +39010 6481353 ; Fax: +39 010 6481881 E-mail: airworthiness@piaggioaero.it.
----------	--