


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No: 2012-0080</b></p> <p><b>Date: 09 May 2012</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 aeroplanes</p>
TCDS Numbers:	EASA.A.306
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 32</b>	<b>Landing Gear – Nose Landing Gear Leg – Replacement</b>
Manufacturers:	Issoire Aviation
Applicability:	APM 20 "Lionceau" aeroplanes, all serial numbers.
Reason:	<p>Two accidents occurred on APM20 aeroplanes which experienced nose landing gear (NLG) collapse. The results of the investigations showed that these failures were caused by fatigue cracks on the NLG attachment points.</p> <p>This situation, if not corrected, may lead to further cases of NLG collapse, possibly resulting in damage to the aeroplane and/or injury to occupants.</p> <p>To address this unsafe condition, Issoire Aviation developed an improved NLG leg, with better fatigue-resistant properties.</p> <p>For the reasons described above, this AD requires replacement of the NLG Part Number (P/N) RC 541-1 with a modified NLG P/N IA 10300 32-20-001. This AD also prohibits (re)installation of a P/N RC 541-1 NLG leg on any aeroplane.</p>
Effective Date:	23 May 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 3 months after the effective date of this AD, replace the NLG leg P/N RC 541-1 with a NLG leg P/N IA 10300 32-20-001 in accordance with the instructions of Issoire Aviation Service Bulletin (SB) No. 54.</li> <li>(2) From the effective date of this AD, do not install on any aeroplane a NLG leg P/N RC 541-1.</li> <li>(3) Aeroplanes that have Issoire Aviation modification N° FM 29-12 embodied in production are not affected by the requirement of paragraph (1) of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>Issoire Aviation SB No. 54 dated 13 March 2012.</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"> <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 05 April 2012 as PAD 12-027 for consultation until 03 May 2012. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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, B.P. 1, 63501 Issoire Cedex, France. Telephone : + 33 4 73 89 01 54, Fax : + 33 4 73 89 54 59. E-mail : <a href="mailto:iav@issoire-aviation.com">iav@issoire-aviation.com</a>.</li> </ol>