


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO CANCEL AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 12-037-CN</b></p> <p><b>Date: 30 April 2012</b></p> <p>Note: This Airworthiness Directive Cancellation Notice 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation of an Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the Remarks' section, prior to the consultation closing date indicated.</p>	
<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 aeroplanes</p>
TCDS Number:	EASA.A.059
Foreign AD:	Not applicable
Cancellation:	This Notice cancels ENAC PA 1999-219 dated 03 May 1999.
<b>ATA 32</b>	<b>Brakes – Copilot / Pilot Brake Rods – Inspection</b>
Manufacturer(s):	Piaggio Aero Industries S.p.A. (PAI)
Applicability:	P.180 Avanti and Avanti II aeroplanes, all serial numbers
Reason:	<p>After a 1999 training session during which conflicting inputs were given to the brake pads between pilot and copilot, a brake system rod was found deflected. The rod, in this bent condition, could possibly wear and damage the tubings connected to the brake valves, with consequent fluid leakage.</p> <p>Prompted by these findings, PAI issued Service Bulletin (SB) 80-0107, providing instructions for repetitive inspections of the affected rods and tubings. As this was considered to be a potentially unsafe condition, Registro Aeronautico Italiano (RAI), the predecessor of ENAC (Ente Nazionale per l'Aviazione Civile), issued Prescrizione di Aeronavigabilità (PA) No. 1999-219, which required the repetitive inspections as detailed in PAI SB 80-0107 and, depending on findings, replacement of rod or tubing.</p> <p>Since that AD was issued, the repetitive inspections of SB 80-0107 have been included as regular tasks into the maintenance schedule of both Avanti and Avanti II aeroplanes. In addition, no other cases of brake system bent rods have been reported, nor have any rods been replaced for damage in the P.180 fleet since that occurrence. Based on the available information, this is no longer considered to be an unsafe condition. Prompted by this determination, PAI issued Revision ZZ of SB 80-0107, which cancels the original SB 80-0107.</p> <p>For the reasons described above, this Notice is issued to cancel ENAC PA</p>

	no. 1999-219 dated 03 May 1999.
Effective Date:	[TBD: same as final AD-CN issue date]
Required Action(s) and Compliance Time(s):	None.
Ref. Publications:	PAI SB No. 80-0107 Revision ZZ dated 19 March 2012.
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD-CN will be closed for consultation on 28 May 2012.</li> <li>2. Enquiries regarding this PAD-CN 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>3. For any question concerning the technical content of the requirements in this PAD-CN, 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: <a href="mailto:airworthiness@piaggioaero.it">airworthiness@piaggioaero.it</a>.</li> </ol>