


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 13-127 Date: 21 August 2013 Note: This Proposed Airworthiness Directive (PAD) 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.	
	In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA 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.	
Design 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 27		
Flight Controls – Elevator and Horizontal Stabilizer – Inspection		
Manufacturer(s): Piaggio Aero Industries S.p.A.		
Applicability: P.180 Avanti and Avanti II aeroplanes, manufacturer serial numbers 1002 and 1004 through 1231 inclusive.		
Reason: Insufficient clearance between one of the horizontal stabilizer end rib and the corresponding elevator horn was found on an in-service aeroplane. This condition, if not detected and corrected, could lead to interference between the elevator and horizontal stabilizer surfaces, resulting in restricted elevator control and consequent reduced control of the aeroplane. To address this potential unsafe condition, Piaggio Aero Industries (PAI) issued Service Bulletin (SB) 80-0381 to provide inspection instructions. For the reasons described above, this AD requires accomplishment of a one-time measurement of the actual clearance between the elevator horn and the horizontal stabilizer tip rib, and depending on findings, restoration of the required minimum clearance value. This AD also requires reporting of the inspection result to PAI.		
Effective Date: [TBD: 14 days after final AD issue date]		

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 200 flight hours or 12 months after the effective date of this AD, whichever occurs first, measure the clearances between the horns of the elevator and the end ribs of the horizontal stabilizer (HS) on left hand (LH) and right hand (RH) sides in accordance with the Accomplishment Instructions, Part A of PAI SB 80-0381. (2) If, during the measurement as required by paragraph (1) of this AD, the clearance is less than 5 mm on HS LH or RH side, before next flight, rework the affected elevator in order to restore the required minimum clearance between the horn of the elevator and the end rib of the horizontal stabilizer in accordance with the Accomplishment Instructions, Part B of PAI SB 80-0381. (3) Within 30 days after accomplishment of the measurement as required by paragraph (1) of this AD, report the results to PAI in accordance with the Accomplishment Instructions, Part C of PAI SB 80-0381.
Ref. Publications:	<p>PAI SB 80-0381 original issue, dated 02 May 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 18 September 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, 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.